

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 tons.....Captain H. D. Jones.
 S.S. "POWAN" 2,338 "....." R. D. Thomas.
 S.S. "FATSHAN" 2,260 "....." W. A. Valentine.
 S.S. "HANKOW" 2,073 "....." C. V. Lloyd.
 S.S. "KINSHAN" 1,995 "....." J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 6 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN" 1,938 tons.....Captain W. E. Clarke.
 Departures from Hongkong to Macao on week days about 2 P.M. (See special Summer Time-table). Departures on Sundays at Noon.
 Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons.....Captain T. Hamlin.
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 8 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons.....Captain J. Wilcox.
 S.S. "NANNING" 569 "....." C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8.30 A.M., calling at Yunkai, Mahning, Kumchuk, Kau-Kong, Samshui, Howli, Shio-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES:—Canton to Wuchow.....Single \$15.00. Return \$25.00.
 Canton to Tak HingSingle \$12.50. Return \$21.00.
 Canton to Samshui.....Single \$7.50.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN"Capt. B. Branch. S.S. "SANUI".....Capt. H. Black.
 Departures from Hongkong to Wuchow about three times every week, calling at Kumchuk, Samshui, Shiohing and Tak-Hing. Departures from Wuchow about three times every week calling at the same ports.

FARES:—Hongkong to Wuchow Single \$17.50. Return \$30.00. Round trip tickets to Wuchow returning via Canton or vice versa \$36.00 available for one month. Round trips to and from Wuchow take from 5 to 7 days.

HONGKONG-KONGMOON LINE.

S.S. "TAK HING".....Capt. R. Birss. S.S. "HONGKONG".....Capt. Maxfield.
 Departures from Hongkong daily (Saturday excepted) at 7 P.M., calling at Kumchuk and Kongmoon. Returning daily (Monday excepted).

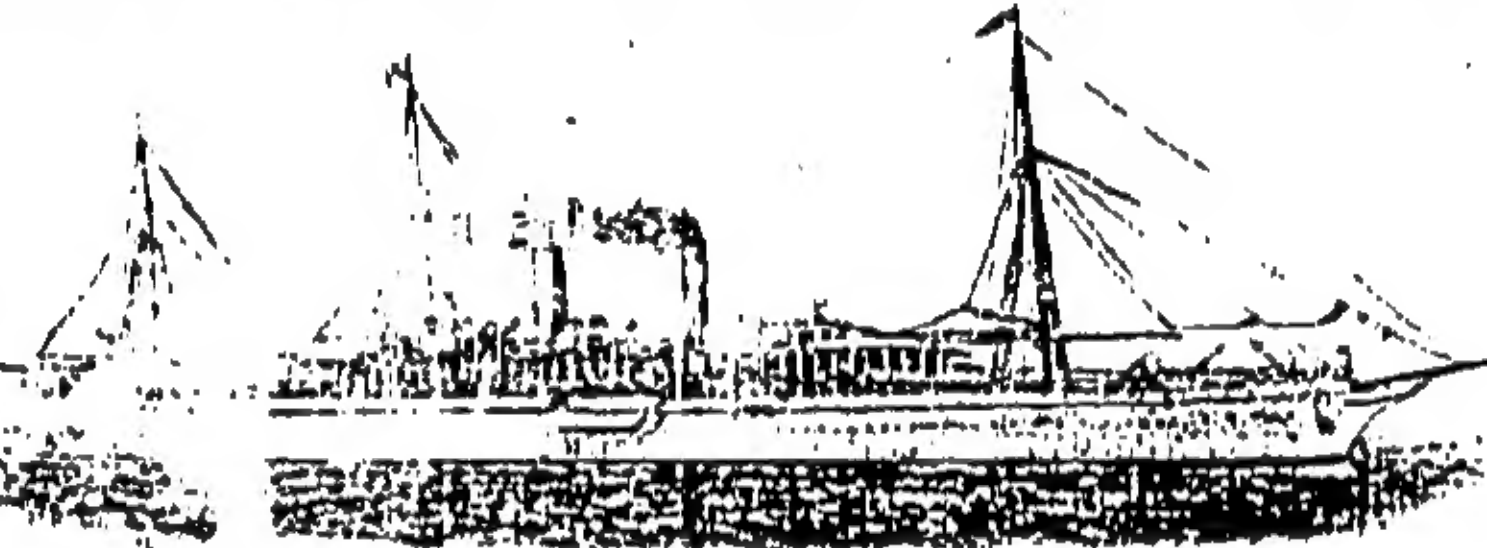
FARES:—Hongkong to Kong Moon.....Single \$6.00
 Hongkong to Kumchuk.....Single \$7.00

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1905

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
 (CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
 SAVING 1 TO 7 DAYS ACROSS THE PACIFIC.
 PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR" 4,425 Tons..... WEDNESDAY, 26th April.
 "EMPEROR OF JAPAN" 4,000 "..... WEDNESDAY, 10th May.
 "ATHENIAN" 2,440 "..... WEDNESDAY, 24th May.
 "EMPEROR OF CHINA" 4,000 "..... WEDNESDAY, 31st May.
 "EMPEROR OF INDIA" 4,000 "..... WEDNESDAY, 21st June.
 "TARTAR" 4,425 "..... WEDNESDAY, 5th July.

Hongkong to London, 1st Class.....\$14 St. Lawrence £60. Via New York £62.
 Hongkong to London, Intermediate.....£40.
 Steamers and 1st Class Rail.....£42.

THE magnificent Twin-screw "EMPEROR" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, etc., Hand Books, Rates of Freight and Passage, apply to

Hongkong, 19th April, 1905. W. C. ADDICK Acting General Agent, 9, Pall Mall Street.

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

(Taking Cargo at London Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRINITE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
NASSOVIA	HAYRE AND HAMBURG. (Calling at SINGAPORE & COCHIN)	27th April.	Freight.
BEBIA	HAYRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO)	30th April.	Freight.
SLAVONIA	HAYRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO)	2nd May.	Freight and Passengers.
SEGOVIA	HAYRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO)	10th May.	Freight.
SENEGAMBIA	HAYRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO)	30th May.	Freight.
C. FERD. LAEISZ	HAYRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO)	13th June.	Freight.
BRISGAVIA	HAYRE AND HAMBURG. (Calling at SINGAPORE, PENANG & COLOMBO)	27th June.	Freight.
NUBIA	NEW YORK VIA SUEZ, with liberty to call at the Malabar coast.	25th May.	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 20th April, 1905

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

Halls.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

M.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 26th April.
PREUSSEN	WEDNESDAY, 10th May.
ROON	WEDNESDAY, 24th May.
BAYERN	WEDNESDAY, 7th June.
ZITEL	WEDNESDAY, 21st June.
DARSTADT	WEDNESDAY, 5th July.
SACHSEN	WEDNESDAY, 19th July.
SCHARNHORST	WEDNESDAY, 2nd August.
PRINZ HEINRICH	WEDNESDAY, 16th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 30th August.

ON WEDNESDAY, the 26th day of April, 1905, at Noon, the Steamship "PRINZ EITEL FRIEDRICH," of the NORDDEUTSCHER LLOYD, Captain E. Frehn, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 24th April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 25th April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 25th April. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewards.

Linen can be washed on board.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS.	TONS.	SAILING DATES.
PRINZ WALDEMAR	3,727	TUESDAY, 2nd May.
PRINZ SEGISMUND	3,302	TUESDAY, 30th May.
WILLEHAD	4,761	TUESDAY, 27th June.

ON TUESDAY, the 2nd May, 1905, at Noon, the Steamship "PRINZ WALDEMAR," Captain Woltemas, with Mails, Passengers and Cargo, will leave this port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT

KOBE & YOKOHAMAPRINZ SEGISMUND.....TUESDAY, 9th May.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } ROON.....WEDNESDAY, 26th April.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA } BAYERN.....WEDNESDAY, 10th May.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 17th April, 1905.

Intimations.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

TIMETABLE.

WEEK DAYS.

7.00 a.m. to 7.30 a.m.Every 30 minutes.
 7.30 a.m. to 8.00 a.m.Every 10 minutes.
 8.00 a.m. to 8.30 a.m.Every 15 minutes.
 8.30 a.m. to 9.00 a.m.Every 10 minutes.
 9.00 a.m. to 11.00 a.m.Every 15 minutes.
 11.30 a.m. to 12.45 p.m.Every 15 minutes.
 12.45 p.m. to 1.15 p.m.Every 10 minutes.
 1.15 p.m. to 1.45 p.m.Every 15 minutes.
 1.45 p.m. to 2.15 p.m.Every 10 minutes.
 2.15 p.m. to 3.00 p.m.Every 15 minutes.
 3.30 p.m. to 5.00 p.m.Every 15 minutes.
 5.00 p.m. to 8.00 p.m.Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m.Every 15 minutes.
 9.00 a.m. to 9.30 a.m.Every 30 minutes.
 9.30 a.m. to 10.30 a.m.Every 10 minutes.
 10.30 a.m. to 11.00 a.m.Every 15 minutes.
 12.00 Noon to 1.00 p.m.Every 10 minutes.
 1.00 p.m. to 5.00 p.m.Every 15 minutes.
 5.00 p.m. to 6.00 p.m.Every 10 minutes.
 6.00 p.m. to 7.00 p.m.Every 15 minutes.
 7.00 p.m. to 8.00 p.m.Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 20th December, 1904.

THE HONGKONG STUDIO.

HIGHER CLASS PHOTOGRAPHER.

41 & 43, QUEEN'S ROAD CENTRAL, TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.

Hongkong, 10th September, 1903.

MEE CHEUNG, PHOTOGRAPHER.

TOP FLOOR OF 126 HONG KONG, 126, QUEEN'S ROAD CENTRAL.

IS now in a position, in his New and Commodious Premises, to eclipse, as hereafter, ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS and VIEWS especially.

Hongkong, 10th September, 1903.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS.

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES and REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 7th March, 1905.

SELF CURE NO FICTION! MARVEL UPON MARVEL! NO SUFFERER NEED NOW DESPAIR, but without running a doctor's bill or falling into the deep ditch of quackery, may safely, speedily and economically cure himself without the knowledge of a second party. By the introduction of THE NEW FRENCH REMEDY, THERAPION.

A complete revolution has been wrought in this department of medicine, and thousands have been restored to health and happiness who for years previously had been merely dragging out a miserable existence.

THERAPION No. 1—A Sovereign Remedy for discharges from the urinary organs, suppurating infections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases.

THERAPION No. 2—A Sovereign Remedy for gonorrhoea, pains and swellings of the joints, and all those complaints which merely and superficially cure themselves, but are really and essentially cured by the use of this remedy.

THERAPION No. 3—A Sovereign Remedy for debility, nervousness, impaired vitality, sleeplessness, loss of appetite, indigestion, pains in the back and head, and all those disorders resulting from early excess and which the faculty so persistently ignores, because so impotent to cure or even relieve.

THERAPION No. 4—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 5—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 6—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 7—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 8—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 9—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 10—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 11—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 12—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 13—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 14—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 15—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 16—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 17—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 18—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 19—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 20—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 21—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 22—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 23—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 24—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 25—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 26—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

THERAPION No. 27—A Sovereign Remedy for all the ailments of the blood, such as skin diseases, eruptions, ulcers, and all those complaints which are the result of impure blood.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of entrance, top 60.5 ft.; bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 506; General, No. 370.

Telegrams, "Dock, Yokohama," Jodes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

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When you send your "boy" for

Fresh Australian Butter

See that he gets the "Princess" brand, the best made in Australia.

The wrapper of every pat bears our name and address.

THE MUTUAL STORES,

GENERAL STOREKEEPERS.

HONGKONG AND CANTON.

Hongkong, 2nd February, 1905.

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C. W. MEAD, C.E., President and Shanghai Manager.
 N. M. HOLMES, C.E., Vice-President and Hongkong Manager.
 A. F. CARRICK, C.E., General Manager, Manila.

ORIENTAL CONSTRUCTION COMPANY, CONSULTING AND SUPERVISING ENGINEERS AND CONTRACTORS, HONGKONG, SHANGHAI AND MANILA.

Cable Address: WERRICK, HONGKONG.

Railway Hydraulic Mining and Sanitary Engineering.
 A Specialty made of Reinforced Concrete and Concrete Piles.
 Examinations Surveys Reports and Estimates.
 On all Railway or Proposed Construction Works.

Hongkong, 2nd February, 1905.

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EYES



RIGHT!

N. LAZARUS, OPTHALMIC OPTICIAN,

10, D'AGUIAR STREET, HONGKONG,

(One Minute's Walk from the Post Office).

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements

Intimations.



A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D.
1841.

WINE AND SPIRIT
MERCHANTS.

ALEXANDRA BUILDINGS.

WATSON'S
CELEBRATED

E

BLEND

A WHISKY

OF

GREAT AGE

MATURE,

MELLOW

AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt

Whiskies Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & Co.,
LIMITED.

Hongkong, 1st April, 1905.

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Gregory

WINE

AND

SPIRIT MERCHANTS,

HONGKONG,

34, QUEEN'S ROAD CENTRAL,

FIRST FLOOR,

(Wm. POWELL & Co.'s old premises).

BRANDIES.

A selection from their Price List:

per case quarts.

Spider Brand ... \$ 19.00

Fine pale ... 20.50

M. B. & R.'s three Stars... 35.00

1848 ... 120.00

60 years old Grand

Fine Champagne... 126.00

N.B.—All our Wines and Spirits are bottled at home, thereby ensuring to our Customers all the advantages accruing from bottling done at home under the direct supervision of the Growers and Distillers as compared to bottling done in China by Chinamen at the service of European Firms.

Hongkong, 5th December, 1904. [33—d

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Home Road, and should be accompanied by the Writer's Name and Address. Ordinary business communications should be addressed to The Manager. The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution. SUBSCRIPTION RATES (IN ADVANCE). DAILY—\$30 per annum. WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional. The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter. Single Copies. Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, SATURDAY, APRIL 22, 1905.

THE "PUSILLANIMOUS SEAMEN" CASES.

It is with a somewhat pardonable pride that we record to-day the liberation of the seamen of the *St. Helena* and the *Battersea Bridge* who were imprisoned for refusing to proceed to Japan with contraband of war. Their defence was simply that they believed the risk of encountering the Russian Fleet too great. The Magistrate, however, took another view and, holding that there was no risk, sentenced the seamen to three weeks' imprisonment each. On the very next day another batch of seamen came before the Court charged with a precisely similar offence—refusing to proceed to Japan with a cargo of contraband—and on this occasion the same Magistrate agreed that risk does exist and acquitted the men or dismissed the case. The inconsistency of these two verdicts occurring so closely together was too obvious to be lightly passed over, and we commented at the time on the subject, holding that it was perfectly clear to the meanest intellect that injustice had been done in the first case. We were not then in possession of the facts regarding the second case, but the argument we submitted that risk did exist was corroborated by the judgment of the Magistrate on the succeeding day. A correspondent thereupon pleaded for the clemency of the Governor, for it was evident that both verdicts could not be right. As the only newspaper in the Colony which took up the question and showed the false premises of the Magistrate, and the injustice suffered by the thirty-six seamen, we naturally felt pleasure, when news of the liberation of the men was received, in believing that in some small degree we had been instrumental in securing that result. Their treatment in prison and their experience in Hongkong generally are outside the main question. What happened on Monday has now been rectified by the Government, although the stigma will still attach to these perfectly honest men of having been in prison. But John Wesley and a thousand others have endured prison life rather than give up their settled opinions, and among those who count, the hardships suffered by the men will only raise them in general estimation. The importance of the case was understood when London opinion was attracted by the report, and the fact that Mr. A. Lytleton, the Secretary of State for the Colonies, telegraphed for particulars, was further evidence of the stir made by the cases. It was quite as clear to the average man in London as it was to the resident in Hongkong that if danger did not now exist for vessels carrying contraband to Japan then it would be a fine point to state when it would exist. A Magistrate, however, learned in law he might be, is not exactly a naval authority and for him to declare when there was or was not danger was almost ludicrous. It was equal to the best effort of Lord Halsbury who stated, when the Boer war was in full swing, that he believed there was "a sort of a war" going on. Then again opinion as to the injustice of the punishment was strengthened by a telegram from Bombay, reporting that in a case there where eleven seamen refused to sail from Bombay to Kobe with a cargo of cotton—which was declared to be contraband—on the ground that the risk of capture was too great, the Magistrate had agreed with the views of the seamen and acquitted them. If danger existed then for vessels from Bombay how much greater was that danger to vessels from Hongkong, which is within the zone of the Baltic Fleet's operations? The Hongkong cases, however, have now been settled, as equitably as possible, by the release of the seamen, and we can only trust that they will be assisted to their homes, and not left to be stranded on the beach at Hongkong.

LOCAL AND GENERAL.

THE French mail of the 21st March was delivered in London on the 20th inst.

We regret that our report of the Masonic "Smoker" has to be held over until our issue on Monday.

It is said that the works on the Peking-Kalgan (Chang Chia-kou) line will commence some time in the 4th moon—San Wan-pan.

Mr. Henry Hursthouse, solicitor, will act as Crown Solicitor vice Mr. F. B. L. Dowley, who is going on vacation leave.

Mr. E. Cornwell, L.L.B., takes the place of Mr. C. McL. Messer as a director of the Widows' and Orphans' Pension Fund.

CONSIDERABLE interest will be aroused by the announcement that a new hymn-book is to be brought out for English Churchmen.

MANILA, Newchwang, Siam, and Netherlands India are still adopting sanitary measures against Hongkong, while we have quarantine restrictions in force against Tamsui.

MAJOR C. L. Josling, of the Royal Army Medical Corps, Acting, Principal Medical Officer to the Troops, has been appointed a member of the Sanitary Board in place of Col. Webb, R.A.M.C., resigned.

It is notified in the *Gazette* that no charge will be made in respect of specimens from cases or suspected cases of infectious disease submitted for examination by a medical practitioner, practising in the Colony.

Mr. J. C. Bois who for many years was the laipin at Shanghai, of Messrs. Butterfield and Swire, and who afterwards retired from China, will return to that port about June next, when he will again take charge of the Taikoo hong.

The new currency system in Korea is to go into force from the 1st July. It is a very simple method of conversion. Every 2 yen of the old currency becomes one yen of the new, and the coins will hereafter have the same value as their Japanese representatives.

THE *Mainichi* states that an enormous bell, which came into the possession of the Japanese when Port Arthur capitulated, has been brought to Japan and recently arrived at Shimabashi, To io. It will be inspected by His Majesty the Emperor in the course of a few days.

We learn on good authority that Monsieur P. H. de Lucy Fassariou is expected here shortly from Kobe to take charge of the French Consulate in this port. Monsieur Fassariou was here as Consul some sixteen years ago, and his nationalities, as well as others under the care of the French Consul, will be delighted to hear of his return.—*Foochow Echo*.

In a recent issue of the *Japan Chronicle* appears the following account of the Baltic fleet.—"News is now eagerly awaited of the squadron's whereabouts, and it is evidently believed we know all about it in Japan. Yesterday we received a message from Hongkong asking for all particulars of the 'Baltics', regardless of telegraphic rates, and we felt like wiring back, 'Like to know too!'"

THE Tokyo *Asahi's* Moji correspondent learns from a member of the crew of a vessel lately arriving there from Vladivostok, that the *Russia* and *Grunobad* frequently leave the harbour for the purpose of cruising in the neighbouring seas. The *Bogatyr*, however, has disappeared. The number of torpedo boats in the harbour has increased, though it is not known whether the boats were brought there by land or by sea.

THE stanza from the "Pirates of Penzance" which concludes, "A policeman's life is not a happy one" is hardly borne out in Hongkong, judging by the fact that eight members of the Police Force there, who had just completed a term of five years' service, were re-sworn for a further term of service of similar duration at the Magistracy the other morning. The men leave for England shortly for the nine months' leave to which they are entitled.—*Japan Chronicle*.

THE formalities in connection with the change of ownership of the *Japan Daily Herald* have now been completed and it is announced that the journal will continue to be run on the same lines as heretofore—in the interests of the foreign community as a whole, maintaining the independence of criticism which has marked it in the past. There will be no change in the editorship of the paper and various improvements will be made to increase its value to the public.

On the 8th inst. the ministers for Russia, France, Germany and Italy, held a conference at the Russian Legation with the commander of the Russian garrison. On the following day \$7,000,000 were drawn from the Russo-Chinese Bank and \$80,000 from another well known bank. This amount is reported to have been sent to the branch office of the Russo-Chinese bank in Shanghai. It is stated that the above sums were borrowed from Germany, France and Italy.

By kind permission of Col. W. G. B. Western, C.B., and Officers, the Band of the 2nd Bat. "The Queen's Own" (Royal West Kent Regt.) will play the following programme of music, during dinner, at the Hongkong Hotel, to-night, 22nd inst.:

Grand March....."Entry of the Gladiators".....Facit
Overture to....."Zampa".....Herold
Selection from....."The Gondoliers".....Bullfinch
Valse....."La Héroïne".....Waldteufel
Scene Espagnole....."Sevillana".....Bizet
Selection from....."Three Little Maids".....Rubens
Fantasia....."In Greenland".....Hidgood
God save the King.

Mr. A. Carter, M.S.I., hon. secretary of the Hongkong branch of the Royal Sanitary Institute, informs us that two examinations have been held at the institute this week. The following candidates passed:—Practical Sanitary Science.—Messrs. Philip Thomas Lambie and James William White. Sanitary Inspectors Examinations.—Messrs. Charles Killington and Charles William Ward. The examiners were—Hon. Dr. Clark, A.P.C.M.O. Mr. H. E. Pollock, K.C., Capt. Fitzwilliams, A.S.C., Dr. W. W. Pearce, A.M.O.H., and Mr. A. H. Ough, M.C.E.

A CORRESPONDENT of the *Spectator* mentions the curious fact that persons born in the island of Ascension are reckoned as having been born at sea, and therefore belong to the parish of Wapping.

MAJOR GENERAL Okazaki, who was seriously wounded in the operations at Port Arthur, and who has been under surgical treatment at the Red Cross Hospital in Tokio, has recovered from his wounds. He is now on his way to the front again.

A GUNNER of the R. G. A. was this morning sent to two weeks' hard labour, by Mr. G. N. Orme, at the Magistracy, for stealing a clock from a house in Ship Street. He also fined him 13, with the alternative of a further week's imprisonment for resisting the police when arrested.

PROGRAMME of music to be performed by the Band of the 119th Infantry on the New Parade Ground, on Monday next, the 24th inst., from 5 to 6.30 p.m.:

March....."Rendez-Vous".....Lalanc
Selection....."The Girl from Kays".....Caryl
Valse....."A Summer Night in Munich".....Cellier
Fantasia....."Folk-Songs of Italy".....Rampertotti
Gavotte....."Princesa Hay".....Kottan
Polka....."The Drum".....Jullien
God save the King.

AN interesting little ceremony took place at Shanghai last week when the editorial staff of the *Shanghai Mercury* assembled in the Assistant Editor's office to bid farewell to their chief, Mr. J. D. Clark, who is going home on eight months' well-earned leave. The presentation took the form of a brown Rus leather dressing and travelling bag, replete with all toilet requisites mounted in silver, each separate article bearing the monogram "J.D.C." The exterior bore a silver plate on which was inscribed:—"Presented to J. D. Clark, Esq., by the members of the staff of the *Shanghai Mercury*, April 1905."

SHIPPING JETSA.

The *Invicta*, which was put up for auction at Shanghai the other day, was withdrawn at the highest bidding. The price reached was Tls. 13,000. This was considerably below the reserve price fixed by the owner.

A Nagasaki telegram to the *Mainichi* dated the 10th, states that the regulation of the military authorities that no ship shall leave that port after dark has now been withdrawn in the case of vessels of above 1,000 tons.

Latest news brought by the *Anton Maru* from Korean ports, states the Rear-Admiral Arni has commenced the work of floating the *Varry* sunk at Chemulpo. Business at Chinnampo is generally inactive.

Another lot of water-boatsmen were placed before Mr. Hazeland, at the Magistracy this morning, charged by Inspector Langley with obtaining water for ships' use from places other than the Laichikok reservoir. His Worship fined them \$20 each, or six weeks' imprisonment.

Seven junk-masters were, at the instance of Inspector Langley, charged before Mr. F. A. Hazeland at the Magistracy this morning, with making fast to various steamers while the latter were under way in the waters of this Harbour, and thus interfering with and impeding the navigation of those vessels. They were fined \$25 each.

THE FIRE ON THE "GERMANICUS." As the fire among the cargo of the s.s. *Germanicus* was found to be still smouldering this morning, the vessel was beached, says the *Koh Herald*, of 11th inst. The extent of the damage is not yet known, but a considerable proportion of the cargo is known to have been either destroyed or damaged by fire and water. The vessel itself does not appear to have been seriously injured. We are asked to state that the report that a part of the cargo consisted of matches is incorrect.

THE SUNKEN VESSELS AT PORT ARTHUR.

It appears, remarks the *Japan Mail*, that the idea of damming Port Arthur and draining out the water so as to leave the sunken ships high and dry has been abandoned. This project sounded attractively audacious, but on closer examination it proved impractical owing to the number of rivers that flow into the harbour. More ordinary measures are to be adopted, and among them is the purchase of a specially constructed and equipped vessel which will assist the work of salvage.

THE OPENING OF NEWCHWANG.

UNFAVOURABLE TRADE CONDITIONS.

The following telegram from Inkaio, dated April 7, has been received in official circles at Tokio:

Since the opening of the river the steamers that have come from Japan total 30, and their cargoes have consisted chiefly of wines, bean sauce, miso, vegetables, salt-fish, fruit and charcoal. It is believed that other steamers coming afterwards will import similar articles. But among these things only those carried to order have found a market. Even the question of storing them is causing difficulty in some cases. There will be little demand hereafter for charcoal, and since vegetables, fruit and fish are perishable articles, heavy losses will be unavoidable unless dealers exercise great caution.

Further, since the opening of the port, some 700 Japanese subjects have arrived, and the 46 Japanese inns are now full of them. At present the stocks in the market consist of 200,000 pieces of bean-cake and 150,000 koku of beans, but these have been laid in since last year at high prices, business has not yet been done, and exports to Japan are consequently small. The Chinese have of late gained confidence, and in consequence Japanese war-notes have gone into circulation, and have risen to about par with Mexican dollars. Thus on the 6th inst. 511 Haikwan taels were exchanged for 63.90 yen or 63 Mexican dollars.

BIG DRY DOCK

FOR THE PHILIPPINES.

At the yard of the American Steel Company, Sparrow Point, Maryland, is the now nearly completed dry dock destined for Olongapo, Subig Bay, P. I., which is the new American naval station in the Far East. The dock is capable of lifting the largest battleship, says the *Manila Cablenews*, of 16th inst. A leading English tugboat company was approached for tenders to do the towing, and declined to estimate, saying American companies were the only ones able to accomplish the task, as their boats are fitted with towing machines, and the work could not be attempted without those machines. Here will be another interesting "adventure" for underwriters and shipping people generally, to watch. Of course the dock is too big for Suez, so it must be towed via Cape of Good Hope or the Straits of Magellan; that means through half the north, and the whole of the south Atlantic, clear to the Philippines, traversing the greater part of the Pacific.

As the Englishmen criticised "if the American Government had wanted cheap towing the dock should have been built on the western shores." It is now almost ready to start from Maryland. Exactly the number of towboats to be employed, the method of transporting the large amount of fuel needed, and all else that will go to make a successful start, will be watched here, as everywhere, with intense interest.

THE DANGER OF FLOATING MINES.

PERIL IN VICINITY OF CHEFOO.

The Chinese dispatch boat *Chinghai*, says the *Chefoo Daily News*, was recently sent out by the authorities to search for floating mines. The same afternoon the founding one drifting about near the island of Yangma, about eleven miles from Chefoo. Seven shots were fired at it from the quickfiring guns of the vessel without any explosion being effected. The next morning a boat was sent out to fish the mine up, and for that purpose a rope was tied round it. The boat then took the mine in tow; but suddenly it exploded with a great roar. One officer who was present in the boat and one sailor were wounded, although not seriously, and the boat was totally smashed up. The wounded people were sent to the hospital as soon as the dispatch-vessel anchored. It is stated that several residents felt the shock of the explosion. If this is the case the explosion must have taken place nearer to the harbour.

The steamer *Pechili* Captain Jorgensen, arrived at Chefoo shortly afterwards with a floating mine in tow which she had picked up on her way from Shanghai. The ship was very close to the mine when it was sighted near the North Rock off Eddy Island. The steamer stopped and lowered a boat, but the Chinese crew refused to man it, being terribly scared of the machine. The mate and second mate proceeded alone. A line was run from the mine to the ship which was lying about a cable-length off. In this way the mine was brought in to Chefoo, where it was immediately handed over to the Chinese cruiser *Hai-shin*, which with the assistance of Mr. Tank-Nielsen, the chief mate of the *Pechili*, had the mine towed to the shore of the island of Tung-kung-kao where it was finally destroyed by a shot from a 47-mm. gun. The explosion made a hole in the ground eight feet deep, and large stones were thrown more than three hundred yards away. A steel wire rope, one hundred and twenty feet in length, was fixed to the bottom of the mine.

A VERY fashionable and exceedingly pretty wedding took place at the Beth El Synagogue, Shanghai, on Sunday, the bride being Miss Agnes Schwartz, the sixth daughter of Mrs. E. Schwartz, of Shanghai, and the bridegroom Mr. Henry Marco, San Francisco, U.S.A. The preliminary ceremony was held at the American Consulate, before J. W. Davidson, Esq., acting Consul General, after which the party drove to the Synagogue, when the Jewish marriage ceremony was gone through.

SHIPPING AND MAILS.

MAILS DUE.

American (*Montola*) 23rd inst.
Indian (*Lightning*) 24th inst.
German (*Ugon*) 25th inst.
American (*China*) 25th inst.
German (*Prinz Eitel Friedrich*) 25th inst.
Canadian (*Empress of Japan*) 1st prox.
Indian (*Suiting*) 2nd prox.

The s.s. *Zafra* left Manila on 22nd inst., at 10 a.m., and is due here on 24th inst., at 3 p.m.
The s.s. *Kaitaw* left Shanghai on 21st inst., at daylight, and may be expected here on 24th inst.

The Java-China-Japan Lijn s.s. *Tjinahsi* left Macassar for this port on 19th inst., and may be expected here on 27th inst.

The P. M. S. S. Co.'s s.s. *Mongolia* with mails, &c., left Shanghai for this port yesterday at 8 a.m., and is due here on 23rd inst.

The P. M. S. S. Co.'s s.s. *Elita* Nossack from Hamburg left Singapore for this port on 19th inst., p.m., and may be expected here on 26th inst.

The O. S. S. Co. & C. M. S. N. Co.'s s.s. *Calchas* and s.s. *Moyume* left Singapore on 21st inst., and may be expected here on 26th inst.

The P. M. S. S. Co.'s s.s. *China* with mails, &c., left Nagasaki for Manila on 21st inst., at 10 a.m., and is due here on 25th inst., at daylight.

The Imperial German Mail s.s. *Roon* carrying the German Mails with dates from Berlin of the 28th ult., left Singapore on Friday at noon, and may be expected here on 25th inst.

The C. P. R. Co.'s s.s. *Empress of India* arrived at Shanghai at 1 a.m., on 22nd inst., and left again at 9 p.m., same day for Nagasaki where she is due to arrive at 8 a.m., on 24th inst.

The P. M. S. S. Co.'s s.s. *Korea* with mails, &c., which left hence on 24th ult., for San Francisco via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu, arrived at her destination on 20th inst.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

FARNHAM, BOYDS.

THE PROJECTED SALE.

MR. TWENTYMAN'S REFUSES SHAREHOLDERS' DEMANDS.

CORRESPONDENCE PUBLISHED.

[From Our Own Correspondent.]

Shanghai, 20th April, 6.53 p.m.

The Board of Directors of Messrs. Farnham, Boyd & Co., Ltd. have refused the requisition of a large body of shareholders to call a meeting to furnish particulars of the offer made for the purchase of the business by a London syndicate.

The shareholders have threatened to publish correspondence in relation to the matter.

Shanghai, 21st April, 2.30 p.m.

The shareholders in Farnham, Boyd & Co., Ltd., who were recently bitten by a speculation for a rise on account of the projected sale of the company's property collapsing, have now published correspondence.

They demand that at a special meeting the directors should be called upon to give an explanation of the present position of affairs, with particulars of the firm offer said to have been made, together with the names of the gentlemen on the London syndicate. They also demand the inclusion of 'outside' directors on the Board.

To this Mr. Twentyman sent a strongly worded reply to the effect that the offer was genuine and the syndicate bona fide. He declines to furnish all particulars, and says that another proposal is coming to Shanghai by mail. He refuses to call a meeting.

The shareholders replied by issuing a circular letter, couched in heated terms, emphasising the necessity of introducing an independent element in the directorate. Among those signing the document were Sir C. J. Dudgeon, Messrs. J. O. P. Island, F. Anderson, —Burkill, A. W. Maitland, J. M. Dickenson, F. E. Taylor, T. Morgan Phillips and Bruce Robertson.

MR. TWENTYMAN INJURED.

Mr. J. R. Twentyman, the chairman of Messrs. Farnham, Boyd & Co., has been seriously injured in a carriage accident at Shanghai.

RUSSIAN MINISTER AT PEKING.

DIES AFTER OPERATION.

[From Our Own Correspondent.]

Shanghai, April 21st, 2.30 p.m.

Minister Lessar died after one of his feet had been amputated last week.

[Paul Lessar, the Russian Envoy Extraordinary and Minister Plenipotentiary at Peking, was born in 1851, and came of a Mennonite family. He was educated at the Ecole des Ingénieurs in St. Petersburg, and on account of his ability he was selected to accompany General Skobeleff into Asia to survey for railways. In 1880 he joined General Komaroff as an expert in surveying and exploring the Turcoman country between the Caspian and Afghanistan. He established himself at Akabad, and in November, 1881, he penetrated beyond Sarikhs, across the Afghan frontier, to within a few miles of Herat. In the course of two years he rode a distance of nearly 6,000 miles, exploring the whole of the ground of the Russo-Ferian and Russo-Afghan frontier. He became Diplomatic Attaché to the Governor of the Transcaspian, and to him was committed the real direction of the matter of the Afghan frontier. In 1885 he was sent on a special mission to London as geographical expert, to assist the Russian Ambassador in the negotiations which accompanied the despatch of the Afghan Boundary Commission. Subsequently he returned to Peking where he has since remained.—Ed. H. K. T.]

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:—
On the 21st at 11.55 a.m. the barometer has risen considerably over China and Japan. The anticyclone, which is of considerable intensity, is still lying over N. China.
Gradients are moderate in the North, and steep over the Formosa Channel and northern shores of the China Sea where strong N.E. winds may be expected.
Forecast—strong N.E. to E. winds; squally, rainy.

TELEGRAMS.

[Reuter's.]

France and Siam.

LONDON, 19th April.

A hitch has arisen in the Franco-Siamese delimitation under the convention, owing to the French Commissioners declaring that they have discovered errors in the geographical data supplied by Siam.

Contraband to Japan.

HONGKONG CUSHS ATTRACT ATTENTION. Eleven steamers of the *hivedale* refusing to sail from Bombay to Kobe, because the cargo was cotton, were prosecuted and acquitted, the Magistrate holding that Russia having declared cotton contraband, the accused were justified in refusing to risk capture.

The imprisonment of the crews of the *St. Helena* and *Battersea Bridge* in Hongkong on a similar charge is attracting much attention in England.

IMPRISONED CREWS RELEASED.

Mr. Lytleton has telegraphed for information concerning the British seamen of the *St. Helena* and *Battersea Bridge* imprisoned in Hongkong.

[It was learned on Thursday evening that, in view of the Magistrate's decision of the 18th inst., the men had been released from prison.—Ed. H.K.T.]

France and Morocco.

M. Delcassé said in the Chamber that Morocco had accepted the principle of the French proposals, and negotiations were now proceeding on that basis. If Germany considered the explanations regarding Morocco insufficient, he was prepared to complete them in order to reassure all interests and remove all misunderstandings.

The Mackay Treaty.

Earl Percy says that the Government has received no information that China has ignored the Mackay treaty.

The United States and Japan.

20th April.

Mr. Taft, the United States Secretary for War, on his return from the Philippines, will visit Tokio as a guest of Japan. The party will include Miss Roosevelt and several Senators and Congressmen.

THE HONGKONG COURT

AT THE IMPERIAL INSTITUTE.

It is to be doubted whether there are many people in the Colony who have ever heard of the Hongkong Court at the Imperial Institute in London, and not a few of those who are aware of its existence fail to appreciate the importance of its objects. The Hongkong Court affords an opportunity of bringing to the notice of commercial men, and others, a representative collection not only of the products and manufactures of the Colony itself, but also of the products of China. This idea is already attained to a certain extent, but, as the authorities at home point out, much remains to be done. To this end notes on the present condition and requirements of the Court have been sent to H.E. the Governor and are intended as suggestions, which if carried out, would render the Court more representative of the products and resources of Hongkong and of its great importance as an entrepôt of Chinese trade. The correspondence concerning the re-organization and enlargement of the Hongkong Court has been published in the *Government Gazette*, and in a note by the Colonial Secretary it appears that H.E. the Governor has been pleased to place a collection of articles of Hongkong and South China production and manufacture in the hands of the Registrar-General. It is pointed out in the correspondence received from London that H.E. the Governor discussed the matter at the Institute prior to leaving for the Far East, and was understood to be in favour of employing the Hongkong Court advantageously, not only to illustrate the products, resources and present condition of the Colony, but also in some measure to indicate the natural resources of the Chinese Empire, and especially of those products of China which pass through the port of Hongkong. Mr. Titcher has twice visited the Imperial Institute and has been through the report with Prof. W. K. Dunstan, F.R.S. He has also carefully inspected the Hongkong and other Courts at the Imperial Institute which he was shown by the Superintendent, Mr. W. G. Freeman, who gave him much information respecting the details of arrangement, etc. The desirability is suggested of somewhat extending the area of the present space allotted to the Hongkong Court, which should be at least doubled in order to include the additional exhibits and to show these better than is possible in the present cramped space.

Hongkong appears to contribute a total annual sum of only £36,171.0d. to the general expenses of the Imperial Institute and the upkeep of the Court, and it is also suggested that this contribution should be correspondingly increased. H.E. the Governor, on acknowledging the letter from the Institute, points out that it crossed a note which he addressed to Prof. Dunstan on February 3rd, 1905, in which he informed him that a collection of articles of Hongkong and South China production and manufacture was in hand. The full information as to requirements with which he had furnished H.E. would be of great value in completing this collection. The question of extending the area of the space allotted to the Hongkong Court and of correspondingly increasing the contribution from the Hongkong Government had, in the opinion of H.E., best be considered when the new collection is received in London.

THE BALTIC FLEET.

[Reuter's.]

French Neutrality in the Far East.

20th April.

M. Rouvier, in reply to a question in the Chamber, said that France will do everything necessary to assure French neutrality in the Far East.

Later.

The correspondent of the *Daily Telegraph* wires from Tokio that Japan has addressed a formal protest to France with reference to the stay of the Russian fleet at Kamranh Bay.

BRITISH FLEET'S PREPARATIONS.

BALTIMERS STILL AT KAMRANH BAY.

Only one of the vessels which arrived at Hongkong to-day had any news to tell of the Baltic Fleet. As a matter of fact there was a dearth of vessels coming from the south, which to a great extent accounted for the lack of news. But it would seem, in any case, that the Baltic Fleet, wherever it is, keeps out of the beaten track so that tidings of its whereabouts is difficult to obtain. It is variously stated that the Fleet is still located at Kamranh Bay—a place which few people had ever heard of until it became famous by the presence of the Baltic Fleet—and again it is reported that the Fleet has left the shelter of the French coast and is now on its way north, after replenishing its coal and provision stores. There is no certainty on the point. As stated below, the British Naval men stationed here are busy preparing for sea. The warships in the harbour are working night and day to get into fighting trim. The naval dockyard workmen are up to the eyes in work, and those who received a holiday over Easter have been recalled. Between twenty and thirty of the dockyard employees who took advantage of the Easter holidays to make a trip to Canton have also been ordered to return in order that work may proceed to-morrow. To all intents and purposes the China squadron is being mobilised, but what for it is impossible to say. Naval men assert that they are to protect British shipping in the China Sea; the authorities, on the other hand, say that the squadron is going to Weihaiwei and Miao Bay, all in the usual course of things. The *Centurion* has been hanging around the entrance to the Lyceum Pass obviously seeking for intelligence. The American Fleet, concentrated at the Philippines, is busily hunting for news of the Baltic Fleet; and everybody is in a state of excitement. There is a consensus of opinion that Admiral Rodjestyensky is bent on a bold stroke to outwit and defeat Admiral Togo, but where the latter is to be found nobody knows. It is a game of hide and seek which is being played by both Russians and Japanese, and it remains to be seen who will win.

RUSSIAN WARSHIPS SIGHTED AT KAMRANH BAY.

Later.

The steamship *Chunfa* which arrived in the course of the day from Bangkok reported that on the 19th inst. she passed about 14 warships of the Baltic Fleet anchored at Kamranh Bay. There was no attempt made to board the vessel, apparently. It is not stated whether the Fleet was taking in supplies.

DUTCH WARSHIP SIGHTED.

The *Hindustan*, from Manila to Hongkong, arrived to-day. She reported to the Harbour Office, that on the 14th inst. she sighted a Dutch warship proceeding southward at full speed.

PREPARATIONS IN HONGKONG.

There was great activity yesterday on board the vessels of the British Fleet now in Hongkong. As a rule Good Friday is observed as a holiday in the Fleet, but on the *Albion* only a few seamen were allowed shore leave. The stokers and marines were kept hard at work preparing the *Albion* for sea. Admiral Sir Gerard Noel was on board superintending the work.

It was rumoured in the Fleet that the Baltics had passed Hongkong and were now on the way between this port and Port Arthur. Reports, it was stated, had been received to the effect that the Baltic Fleet had started to interfere with mail boats and shipping generally whereupon the Admiral gave orders that the *Albion* should proceed to Weihaiwei with the object of keeping a watch on the Baltic squadron.

There may be little or no foundation for these rumours, but they are implicitly believed by the men of the Navy. More, many of the ships are hoping it is true the Baltic Fleet has passed Hongkong and trust that it will reach Vladivostok in safety. Their reason for this hope is purely a selfish one. When the Baltic Fleet has passed, several of the vessels of the British China squadron will be sent home, and of course the men are anxious to see summer in the old country.

"RIDICULOUS CONCOCTION."

A Singapore paper had in the curious report the other day that when the *Iphigenia* was passing the Russian Fleet she hoisted the Admiral's flag and gave the customary salute,

with the result that the Russian got scared and uttered their gun on the solitary Britisher. It was only after ascertaining themselves that the British warship was really a British warship and not a fishing-smack that they marched away. The whole story is, of course, ridiculous. In the first place, the British Fleet do not salute other Fleets until they are saluted. It is the prerogative of Britain since Nelson's time, if not earlier, to demand the first salute from other nations. 'Anybody who has been on board ship must have seen the same thing every day. The foreigner dips first to the representative of the "Mistress of the Sea." Then again why hoist the Admiral's flag; the Admiral wasn't on board and it would have been a pretty piece of presumption on the part of the Commander to hoist an Admiral's flag. The story is, in fact, a ridiculous concoction, and does no credit to the inventor, because it is not even plausible.

NEUTRAL WATERS.

The destination of the destroyed *Barry* and *Chunfa*, which sailed south Tuesday night, is somewhat of a mystery, says the *Manila Times*, of 13th inst., as they sailed with sealed orders upon the receipt by Rear-Admiral Train of a cable dispatch regarding the Russian and Japanese fleets. It is supposed, however, that the destroyers have gone to scout the Mindoro sea, the body of water lying between Paragua and the Sulu archipelago. This sea is regarded as the most likely place to find vessels of either hostile fleet which may be scouting or receiving contraband coal from merchant vessels. These waters cannot be used by either fleet without seriously affecting the neutrality of the Philippines, as any part of the sea which is enclosed by Borneo, Paragua, Mindoro, Panay, Negros, Mindanao and the Sulu group is considered neutral water, and in view of the advantageous position which either fleet would have in establishing a base there, that territory will be thoroughly scouted. The despatch boat *General Alava* has been assigned to duty as supply boat for vessels on the southern patrol, and will leave to-night for the southern islands. It is rumored that the mosquito fleet which is on the target range also has specific orders to proceed to sea on the same errand as the destroyers.

NAVAL NOTES.

Two new 12-inch guns have been placed on the *Albion*, we are informed, and one 12-inch gun has been taken on board the *Glory*.

COMBINED FLEET MANOEUVRES.

It is stated that when the manoeuvres now proceeding in English waters are completed a series of naval operations will be carried out on a large scale by the China, Indian and Australian Fleets under the command of Admiral Sir Gerard U. Noel. The Fleets will assemble at Singapore, and making that port their base will comprehend in their manoeuvres such widely different points as Bombay, Hongkong and Sydney. It is the first time that such a scheme has been considered, but the idea is probably the outcome of the conference which took place between the three Admirals last year at Singapore.

H.M.S. "VENGEANCE"

AT COLOMBO.

[From a Naval Correspondent.]

Colombo, 4th April.

At five o'clock this morning the crews of H.M.S. *Vengeance* and *Barfleur* became very active in their preparations for turning over from ship to ship, and huge piles of boxes, chests, and bags containing curios, etc., were stacked on the upper deck ready for transshipment. Towards 9 a.m. the crews went to divisions, and after getting their belongings into four large lighters, specially hired for the occasion, were told off and sent into their respective boats. There were four lighters from each ship, and both ships' companies left almost simultaneously the crews lustily cheering one another as they passed on the way to change, the old commissioners of the *Vengeance* leading the way. The ships company who are recommissioning H.M.S. *Vengeance* found everything up-to-date and clean and have already started to go to their stations for all the various drills, etc., that they will be called upon to perform during their new commission. The *Vengeance's* old commissioners at once set to work to put the *Barfleur* in a fit state to take the sea and have the men stationed for guns, fire quarters, etc. The band, under Signor Carlo Guidotti, which is remaining on board the *Vengeance* for a second term of service in China, gave the last performance to their old shipmates on board of H.M.S. *Barfleur* here on the 6th April. This took the form of a sailor's dance on the upper deck of the ship, and needless to add Jack enjoyed himself and considered it a fitting parting to old friends of three years' duration. It is true the men are somewhat crowded, and will be rather inconvenient here as the *Barfleur's* complement is only about 610 and she is taking home something over 800 hands.

H.M.S. *Vengeance* sails from Colombo at 2 p.m. on the 7th inst. for Trincomalee where she coals ship. It is also interesting to learn that now the authorities have done away with the naval dockyard at that port, the coal that has been stored there is to be used up. The *Vengeance* will therefore complete with coal from there, and all warships outward and homeward bound will call at Trincomalee instead of Colombo. The *Vengeance* will then proceed to Singapore and Hongkong.

Capt. Adair A.D.C. has been promoted to Rear-Admiral but will remain as Captain of H.M.S. *Vengeance* until relieved. The crews of the two battleships exchanged cheers as the *Vengeance* left Colombo harbour.

H.M.S. *Barfleur* leaves for home at 6 p.m. the same date and is due at Portsmouth on 7th May.

HONGKONG'S FINANCES

DURING 1904.

Financial returns for the year 1904 have now been completed and are published in the *Gazette* of the 20th inst. From the statement of assets and liabilities on the 31st December, it is seen that the total assets, not including arrears of revenue amounting to \$206,089.18, were \$1,445,381.82 while the liabilities were \$1,147,658.97, thus showing a credit balance of \$297,722.85. According to the figures which the Hon. Mr. L. A. M. Johnston, the Colonial Treasurer, furnishes, the largest item among the assets is a sum of \$991,473.79 derived from subsidiary coins in transit, while included in liabilities is an item of \$596,808.87 under the heading of "deposits not available." Details of this amount are shown in a summary of deposits and refunds of deposits for the year from which it appears that on the 1st January, 1904 the balances totalled \$443,026.38. The deposits received during the year amounted to \$388,619.37, while those repaid were \$134,836.88, thus leaving the balance at the end of 1904, \$596,808.87. The actual receipts during the period under review were \$68,904.99, or \$100,739.06 more than the amount estimated, while the total expenditure was \$63,762.33 or \$155,113.70 less than estimated. From the statement of funded public debt or loans borrowed for fixed periods outstanding on the 31st December last, and of the accumulated sinking funds at the same date it appears that there was an amount outstanding on the Hongkong 3½% Inscribed Stock of \$341,799.15, sterling. Under the heading, "Sinking Funds" the amount of stock, etc., at the close of 1904, was \$31,375.76 the total cost price of which was \$33,073.19, 9 while the market value amounted to \$11,999.18. 6. With regard to the Praya Reclamation Fund the total expenditure to the 31st December last was \$2,942,916.65, comprising \$750,254.01 by private marine lot holders, and \$575,792.45 by the Government. The total estimated cost was \$2,942,916.65 thus leaving a balance available of \$9,648.57. The balance spent in excess of the estimated cost is \$97,778.38.

A CHINESE OFFICIAL.

A Chinaman who has earned the enmity of high officials occasionally has a bad time, and if he be wise he removes to another province without delay. Even then vengeance may follow him. A good illustration of this has been supplied by the case of Magistrate Pao King-fock who after being mulcted by the Canton Viceroy in sums aggregating over Tls. 1,000,000 decided to seek shelter in Macao. Accordingly he privately sold off and transferred all his property and left Canton. But personal enmity in addition to avarice, prompted the Viceroy to put his agents on the trail of the missing man and he was located at Macao. Fearing such a contingency he had made a report of his case to the Portuguese authorities and when the Viceroy made a formal demand for the man to be handed over a point blank refusal was received. Other tactics were adopted, but with equal failure. Eventually the Viceroy made a statement to the effect that no harm would be done to Pao if he were sent back, as all that was desired was to obtain his evidence in some important case. He was accordingly handed over and the Viceroy promptly put him on trial and deputed one of his own creatures to hear the case. In the face of very little evidence, all of which was palpably false, the poor Magistrate was adjudged guilty and sentenced to death. But the Portuguese authorities had not lost sight of the case and Mr. Barros, an eminent lawyer of Macao, was engaged to draft a protest for remission to Peking. This had the desired effect and the sentence was at once annulled and banishment from Canton substituted, thus was the Viceroy's banishment of his prey, but the victim knowing the ways of his own people is in constant fear of assassination.—*Shanghai Daily Press*.

MANILA HEMP

REDUCED PRODUCTION EXPECTED.

In their report of the 19th inst., Messrs. Warner, Barnes & Co. Ltd., of Manila, state:—The larger receipts and the dullness of the home markets had its effect on prices during the past fortnight, and a moderate business was done on the basis of P.C. 19 50 @ P.C. 70 for fair current, but the larger part of arrivals went into store, and generally there was little pressure to sell. This firmness in the face of so little encouragement from consuming markets is no doubt due to the generally increasing belief that the damage done by the almost unprecedented drought is really serious, and that it will curtail receipts seriously from June onwards. After carefully considering the reports we have received from our own province agents, and from others connected with the provinces, we are obliged to come to the belief that production will not reach that of last year. In many places

"THE DAMAGE BY DROUGHT" is already done and in plantations, thus situated a clearance has been made as far as possible of all hemp trees to save them in time. In other plantations more favourably situated, although damage has also been done, it may yet be partially remedied by a favourable change in the weather, but it is doubtful as we are now in the middle of April whether anything but a few thunder showers can be expected until June or July, which means certainly further damage. After making due allowance for exaggeration of province people we think that the first stage of the drought, which means increased production owing to tree cutting to save the fibre is already about nearly past, and thus we shall shortly enter the second stage, that is, of a curtailed production caused by a want of available trees, and as things look at present we think 875,000 bales as large a crop as can be reasonably expected for 1905, and should drought continue another month this figure must be further reduced. Of course there are always districts where the plantations are well sheltered by forest from the burning sun as in Samar, and others protected by the lay of the land, also others situated in the higher slopes of hills and mountains where there is generally a certain amount of moisture and occasional showers, and these favoured districts are not so much affected as those situated on the lower slopes of the hills, and thus the damage only amounts to a percentage of the crop.—The effect of the drought will certainly extend into next year.

COMMERCIAL.

The market, generally, is steady, and shows signs of an upward tendency. Notable among the changes are the following:—Hongkong Banks, \$78½ buyers; Union Insurance, \$69½ sellers; Indo-Chinas, \$123 buyers; China Sugars, \$223 buyers; Hongkong Docks, \$205 buyers; and Farnham Boyde, Tls. 157½ buyers. Forward sales are:—Hongkong Docks, \$212, July; \$214, August. China Sugars, \$123 for settlement; and Indo-Chinas, \$125 for June.

WEEKLY SHARE REPORT.

In their weekly share report, of 20th inst., Messrs. Benjamin, Kelly & Potts, state:—

We are issuing our circular one day earlier than usual, owing to to-morrow, Friday, being a Bank Holiday. During the period under notice, only a moderate business has been transacted and there is little change in the position generally.

Banks—Hongkong and Shanghai Banks have advanced to \$78½, and are inquired for after sales at the rate. The London quotation is \$80 10/16. Nationals are unchanged.

Marine Insurance—Cantons are still wanted at \$285. China Traders have declined to \$57, and Unions are offering at \$700. Yang-tzes are in request at the improved rate of \$160. North Chinas have dropped to Tls. 85.

Fire Insurance—China Fires remain weak at \$80 and Hongkong Fires are quoted at \$30½.

Shipping—Further business has been done in Hongkong, Canton and Macao Steamboats at \$26½. Indo-Chinas have slightly improved and close at \$122. China and Manila and Douglas Steamships are steady at last quotations of \$11 and \$36 respectively. Star Ferries are unaltered at \$37½ (old) and \$38½ (new). Shanghai Tugs (ordinary) are reported sold at Tls. 54, and the preference shares are wanted at Tls. 47. The closing quotation for Shell Transport is 12 1/16.

Refineries—China Sugars have strengthened their position, and the market closes at \$223. Luzon continue in demand at \$27.

Mining—Chinese Engineerings have been booked at Tls. 740 and 1.3.750. Rabbits are obtainable at \$4.

Docks, Wharfs and Godowns.—Hongkong and Whampoa Docks have risen to \$204 without leading to business. New Amoy Docks can be obtained at \$11. Farnhams have changed hands at Tls. 157. Kowloon Wharfs are unaltered at \$107, and Hongkew Wharfs have been negotiated at Tls. 187½.

Land, Hotels and Buildings.—Hongkong Lands remain quiet at \$129. Shanghai Lands have again been fixed at Tls. 115. Hongkong Hotels have changed ownership and have further inquiries at \$140. Humphreys' Estate have improved to \$12 60 and are inquired for.

Cotton Mills—Ewos have been done at Tls. 38, and Lion-King-Mows have risen to Tls. 42½, at which rate sales have been effected. Hongkong Cottons keep firm at \$16½.

Cigar Companies.—Sumatras are steady with further sales at Tls. 68.

Miscellaneous.—A. S. Watsons are in strong request at \$13. China Borneos are quoted at \$13 ex the dividend of \$1 paid on the 17th inst. China Providents have been dealt in at \$83. Dairy Farms have been taken off the market at \$17½. Green Island Cements are unchanged at \$27 for the old, and at \$17 for the new shares. Electrics are in demand at \$17½ and \$18½ for the old, and new shares respectively. Hongkong Ropes have been disposed of at \$150. Steam Waterboats have buyers at \$18½. Langkats can be placed at Tls. 240, after sales at Tls. 237½.

To-day's Advertisements.

FOR SALE.

LATEST Pattern, Large Grand VICTOR GRAMOPHONE, together with One Hundred Records of all the up-to-date pieces. Price \$250 or offer.

Apply—"GRAMOPHONE,"
C/o Hongkong Telegraph.
Hongkong, 22nd April, 1905. [599]

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 1st day of May, 1905, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Causeway Bay, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Locality.	Boundary Measurements.	Contents in square feet.	Annual Rent.	Upset Price.
1	Inland Lot No. 1710 Causeway Bay	N.W. 122 ft. S.E. 100 ft. N.E. 117 ft. S.W. 75 ft.	10,000	104	\$,000

Hongkong, 22nd April, 1905. [503]

CAFE WEISMANN.

THE Public are invited to pay a visit to our new TIFFIN ROOMS.

The only place of its kind in Hongkong.

A VERITABLE FAIRY LAND.

REAL GERMAN BEER ON DRAUGHT.

Entrance—
No. 1A, WYNDHAM STREET.
Hongkong, 22nd April, 1905. [46]

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, APRIL 22ND, 1905.

DINNER.

HORS D'OEUVRES.

Anchovy Eggs.

SOUP.

Mock Turtle.

FISH.

Salmon a la Meniere.

ENTREES.

Salmi of Pheasant and Mushrooms.

Filet of Steak a la Bearnaise.

Rolled Bacon and Oyster.

CURRY.

Kabsol.

JOINTS.

Roast Sirloin of Beef.

Roast Turkey and Sausage.

Boiled Shoulder of Mutton and Turnips.

Cold Boiled Corned Pork and Artichoke Salad.

SWEETS.

Caramel Pudding.

Nesselrode Ice Cream and Sand Cake.

Apple Tart.

Topsy Cake.

DESSERT.

Fruit.

Coffee. [502]

FROM ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H. A. L. Steamship

"LANGBANK."

Captain Rout, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 28th instant, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 21st April, 1905. [500]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Company's Steamship

"PUNDUA,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. SATURDAY, the 22nd instant will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

Agents.

Hongkong, 20th April, 1905. [501]

Intimation.



THE POPULAR SCOTCH

IS "BLACK & WHITE"



JAMES BUCHANAN & CO.

SC

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"CALCHAS"	26th April
GLASGOW and LIVERPOOL	"MOYUNE"	26th April
GLASGOW and LIVERPOOL	"DEUCALION"	6th May
GLASGOW and LIVERPOOL	"KINTUCK"	6th May
GLASGOW and LIVERPOOL	"MENLAUS"	16th May
GLASGOW and LIVERPOOL	"NINGCHOW"	18th May
GLASGOW and LIVERPOOL	"HECTOR"	22nd May
GLASGOW and LIVERPOOL	"HYSON"	30th May
GLASGOW and LIVERPOOL	"PRIAM"	31st May

S.S. "Calchas" and "Moyune" left Singapore on the 21st instant, and may be expected to arrive here on the 26th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"KAISOW"	25th April, Noon.
AMSTERDAM, LONDON & ANTWERP	"JASON"	6th May
* GENOA, MARSEILLES & L'POOL	"LAERTES"	20th May
AMSTERDAM, LONDON & ANTWERP	"DARDANUS"	23rd May
AMSTERDAM, LONDON & ANTWERP	"CALCHAS"	6th June
* GENOA, MARSEILLES & L'POOL	"DEUCALION"	20th June
AMSTERDAM, LONDON & ANTWERP	"KINTUCK"	20th June

* Taking Cargo for Liverpool at London Rates.

S.S. "Kaisow" left Shanghai at daylight on the 11th inst., and may be expected to arrive here on the 24th.

TRANS-PACIFIC SERVICE.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	21st May.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd April, 1905.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
ILOILO	"SUNGKIANG"	25th April
MANILA	"TAMING"	25th "
KOBE	"TSINAN"	25th "
CEBU	"SINGARA"	25th "
TSINGTAO, CHEFOO and TIENTSIN	"KANST"	26th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

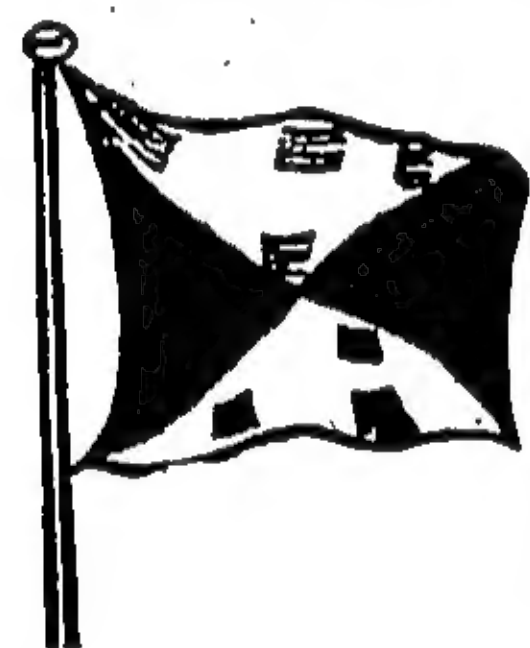
‡ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT.)

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 22nd April, 1905.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA	SATURDAY, 29th April, at 10 A.M.
RUBI	2540	A. H. Netley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 22nd April, 1905.



HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ATHOLL"	15th May, 1905.
"NORDPOL"	15th June, "

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, 7th April, 1905.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE and YOKOHAMA.

PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Brehmer	April 27th, 1905.
"ARABIA"	4,483	Bahle	May 11th, "
"ARAGONIA"	5,198	Schmidt	May 30th, "
"NICOMEDIA"	4,370	Wagner	June 26th, "

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

Shipping—Steamers.

CHINA NAVIGATION COMPANY,
LIMITED

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.ALSO REDUCED FARES TO
MANILA AND RETURN.STEAMERS fitted throughout with Electric
Light, First Class Accommodation. Un-
rivalled Table. Duly qualified Surgeon carried.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 1st February, 1904.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

Tons	Captain
"KWONG'CHOW" 1,399	J. P. MARTIN.
"KWONG TUNG" 1,338	H. W. WALKER.

Leave Hongkong for Canton at 9 every evening (Saturday excepted).

Leave Canton for Hongkong about 5:30 o'clock every evening (Sunday excepted).

These Five New Steamers have unexcelled Accommodation for First Class Passenger and are lit throughout by Electricity.

Passage Fare—Single Journey ...\$4

Meals ...\$1 each.

The Company's Wharf is a short distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD. and

YUEN ON S.S. CO., LD.

No. 8, Queen's Road West.

Hongkong, 10th January, 1905.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
SWATOW and SHANGHAI.....	HINSANG	SUNDAY, 23rd April, Daylight.
SWATOW, CHEFOO and TIENTSIN.....	WOSANG	SUNDAY, 23rd April, Daylight.
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* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 22nd April, 1905.

BRITISH INDIA STEAM NAVIGATION
COMPANY, LIMITED.FOR AMOY, STRAITS AND RANGOON.
THE Company's Steamship

"PUNDUA"

Captain R. F. Thomson, will be despatched as above, TO-MORROW, the 23rd instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 22nd April, 1905.

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and Queensland Ports,
and taking through Cargo to Adelaide,
New Zealand, Tasmania, &c.)
THE Steamship

"EMPIRE"

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 6th proximo, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 19th April, 1905.

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship

"BENALDER"

Captain McIntosh, will be despatched as above on or about the 15th May, 1905.

For Freight, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 17th April, 1905.

A FOOK & Co.,

12, Pottinger Street, Central.

GENERAL STOREKEEPERS, SHIP CHANDLERS
AND COMMODITIES, COAL MERCHANTS,
AND STEVEDORES OF SIXTY
YEARS STANDING.ALL kinds of Provisions, Coal, Water and
Ballast supply from alongside at the
shortest notice and with all possible dispatch.
Moderate terms.

Orders solicited.

Hongkong, 13rd February, 1905.

Shipping—Steamers.

REGULAR STEAMSHIP SERVICE
TO NEW YORK.via PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).PROPOSED SAILINGS FROM HONGKONG.
1905."SAGAMI" 20th May, 1905.
"HINDUSTAN" 6th June, "
"ERROLL" following.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 19th April, 1905.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain T. AUSTIN, R.M.R.THIS Steamer departs from Hongkong on
Week Days, at 8 A.M. and on Sun-
days at 8:30 A.M. Departs from Macao on Week
Days at 2:30 P.M. and on Sundays at 6:30 P.M.FARES.—Week Days, 1st Class, including
Cabin and servant, Single \$3; Return Ticket,
\$5; 2nd Class, \$1; 3rd Class, 50 cents.Every Sunday will be an Excursion, at the
following rates:—1st and 2nd Class, Single
Ticket, \$1; Return, \$2; 3rd Class, Single, 30
cents, Return, 50 cents; Steerage, 10 cents.TIFFIN and DINNER can be supplied
either on board, or at the Macao Hotel, for
returning passengers only, at an extra charge
of \$2.On Sundays, passengers desiring to have a
Private Cabin which has accommodation for
two or more passengers, will be charged \$3
extra.First Class Passengers, who do not care to
return on the Excursion Sunday, will be allowed
to do so the following day (Monday) on pro-
duction of the Return Half Ticket. Should
the Steamer not run on the Monday, owing to
the Boiler cleaning, due notice will be given
by the Captain, and the Half Ticket will be
available for the following day.The Steamer is lit throughout by Electricity.
The Steamer's wharf at Hongkong is at the
Western end of Wing Lok Street.MING ON & Co.,
2nd Floor, No. 16, Victoria Street.

Hongkong, 5th November, 1904.

[14]

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer

"CHUSAN,"

FROM BOMBAY, COLOMBO AND
STRAITS.Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out Mark by Mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. "Himalaya" and
"Bengal,"

From Australia, ex S.S. "Marmora."

From Calcutta, ex S.S. "Sardista."

From Persian Gulf, ex B.I.S.N. and B. & P.
S. N. Co's Steamers.Optional Goods will be landed here unless
instructions are given to the contrary before
Noon, TO-DAY.Goods not cleared by the 26th instant, at
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.Damaged Packages must be left in the
Godowns for examination by the Consignee's
and the Company's representative at an ap-
pointed hour.All claims must be presented within ten days
of the steamer's arrival here after which date
they cannot be recognised.No claims will be admitted after the Goods
have left the Godowns.I. S. LEWIS,
Acting Superintendent.

Hongkong, 20th April, 1905.

[2]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAMAYO,"

having arrived from the above Port, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
goods are landed.Goods not cleared by the 21st instant, at
5 P.M., will be subject to rent.No Fire Insurance will be effected by us in
any case whatever.All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the vessel's arrival here, after
which no claims will be recognised.This Vessel brings on part Cargo of S.S.
"Verna" from New York.JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th April, 1905.

[48]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE S.S. "ERROLL,"

FROM LIVERPOOL AND GLASGOW.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
at Kowloon, whence and/or from the wharves
delivery may be obtained.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 25th April will be subject
to rent.All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 26th
April, or they will not be recognised.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th April, at 3 P.M.No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 18th April, 1905.

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"SHELL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"PINNA,"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk, into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company,
Limited, whence delivery may be obtained.Optional Cargo will be forwarded unless notice
to the contrary be given before 4 P.M. TO-DAY,
19th instant.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 26th instant, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on WEDNESDAY, the 26th instant,
at 2 P.M.All Claims must reach us before the 28th
instant, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
ARNHOLD, KARBURG & Co.,
Agents.

Hongkong, 19th April, 1905.

[49]

CURES
MEN & WOMENBIG B is a non-poisonous
remedy for any venereal
discharge and inflammation
irritation or ulceration of
mucous membranes. Painless,
guaranteed not to re-
cure.

GOLD BY CHEMISTS.

Circular mailed on request.

MANUFACTURED BY
THE BRISTOL CHEMICAL CO.,
BRISTOL, ENGLAND.

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Antiminations.

S. MOUTRIE & CO., LD.,
PIANO AND ORGAN
MANUFACTURERS.

14, QUEEN'S ROAD, FIRST FLOOR.

HAVE just received a shipment of second
hand Pianos from \$200 upwards, and a
written guarantee for a test period of TWO
Years given for each instrument.A large consignment of records at the low
figure at \$1.50 each, 5% on wholesale orders.The largest and most varied Stock of Music
in China. Inspection solicited. Our work-
men are experienced men.

WE DEFY COMPETITION.

INSPECTION INVITED.

Hongkong, 13th March, 1905.

[365]

WEISMANN, LTD.

RECOMMEND THEIR

HOT-CROSS BUNS, 60 CENTS PER DOZ

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,

HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.

This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
\$2 each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LTD.

1, Ice House Road

Hongkong.

Shipping.

Arrivals.

Tremont, Am. s.s., 6,195, T. W. Garlick, 20th
April—Manila 18th April, Gen.—D. &
Co., Ltd.
Tunglin, Ger. s.s., 1,280, Fr. Leuss, 20th April—
Saigon 15th April, Rice and Gen.—
Chinese.
Fifthof, Nor. s.s., 891, H. A. Haraldsen, 20th
April—Tamsui via Amoy and Swatow 19th
April, Gen.—O. S. K.
Simla, Br. s.s., 3,805, F. R. Summers, 21st
April—Shanghai 18th April, Mails and
Gen.—P. & O. S. N. Co.
Sungkiang, Br. s.s., 687, Pennefather, 21st
April—Cebu 13th April, and Hilo 17th,
Sugar and Hemp.—B. & S.
Taming, Br. s.s., 1,350, A. W. Outerbridge, 21st
April—Manila 18th April, Gen.—B. & S.
Hatching, Br. s.s., 1,200, A. E. Hodgins, 21st
April—Foonchow via Amoy and Swatow
20th April, Gen.—D. L. & Co.
Kwangle, Ch. s.s., 1,474, R. Lincoln, 21st
April—Shanghai 17th April, Gen.—C. M.
S. N. Co.
Machew, Ger. s.s., 950, Harjes, 21st April—
Bangkok via Swatow 15th April, Rice and
Timber.—B. & S.
Langbank, Br. s.s., 2,915, J. W. Rout, 21st
April—Singapore 14th April, Gen.—H. A.
L.
Telena, Br. s.s., 3,124, N. A. Starkey, 21st April—
Singapore 15th April, Petroleum.—A.
K. & Co.
Centurion, H.M.S. battleship, 10,500, F. F.
Fegen, M.V.O., 21st April—Mira Bay.
Kwangchi, Ch. s.s., 1,536, Wm. H. Lunt, 21st
April—Canton 20th April, Gen.—C. M. S.
N. Co.
Germania, Ger. s.s., 1,713, J. Petersen, 21st
April—Haiphong and Hoihow 20th April,
Gen.—J. & Co.
Walshing, Br. s.s., 1,720, Courtney, 22nd April—
Gen.—J. & Co.
Silda, Nor. s.s., 1,007, L. Christensen, 22nd
April—Mojil 16th April, Coal.—M. B. K.
Petchaburi, Ger. s.s., 1,375, G. Hillmann, 22nd
April—Bangkok 16th April, Gen.—B. & S.
Hailan, Fr. s.s., 377, L. Andersen, 22nd April—
Pakhoi and Hoihow 21st April, Gen.—A.
R. M.

Departures.

April 21.
Chuan, for Shanghai.
Haitan, for Coast Ports.
Phanang, for Amoy.
Derwent, for Saigon.
Flama, for Saigon.
Tifflang, for Singapore.
Althaus, for Singapore.
Annam, for Shanghai.
Phuyen, for Hoihow.
April 22.
Simla, for Europe.
Ruh, for Manila.
Lannox, for Callao.
Paklai, for Bangkok.
Signal, for Haiphong.
Providence, for Bangkok.
Tayuan, for Australian Ports.
Wotang, for Swatow.
Silila, for Singapore.
Hingang, for Shanghai.
Funda, for Rangoon.
Kwangchi, for Canton.
Walshing, for Canton.

Passengers Arrived.

Per Tunglin, from Saigon—Mr. Hauff, and
112 Chinese.
Per Kwangle, from Shanghai—Mr. J. W.
H. Ferguson, and 100 Chinese.
Per Hatching, from Coast Ports—Mr. and
Mrs. Farrow, Mr. Thomas, and 150 Chinese.
Per Sungkiang, from Cebu—Mrs. J. W.
Allen, Mrs. M. L. Levering, Mrs. F. F. Schlot-
ter, Mrs. J. J. Kaffery, child and amah, Miss
O'Donoghue, and Mr. Din Suljar. From Hilo—
Major and Mrs. Morris and 3 children, Mrs. F.
M. Wilson, Mrs. I. Wright, 3 children and
nurse, Mr. Pat Healey, and Miss L. Rhofa.
Per Taming, from Manila—Mr. and Mrs.
Brink, Mr. and Mrs. Aschenbreuner, Mrs.
Albert, Mrs. Allyn, Mrs. Gammon and 2
children, Mrs. F. M. da Rosa, Mrs. C. de
Francisco, Miss A. V. Jose, Messrs. Storer,
Inglesche, F. Edwards, G. Ruesch, A. McEl-
land, Nichols, J. W. Meanton, C. Haisley,
Richmond, Bough and child, E. M. Egan, R.
Myer, Martin, Werin, Menar, Bailey, Perez,
Tobin, and 90 Chinese.
Per Tremont, from Manila—Capt. Walker,
Capt. M. C. Smith, Lieut. and Mrs.
Pillow, Misses Heathington, Mr. Bradley,
Mrs. Jas. O'Hara, Col. Connelley, Mr. A. D.
Collins, Mr. Harris, Mr. and Mrs. Percy
Giles, Mr. and Mrs. Ferdinane, Messrs. Hunter,
Fuller, Mr. and Mrs. Welch, Miss Erickson,
Messrs. Chapman, Frank, F. Juado and
servant, S. Tunon, M. Martin, Messrs. Wolfson,
Dever, Messrs. Wolfson, Pierson, Miss Bernet,
Messrs. K. Ziegler, Kandel, J. Moore, Wash-
burn, Hornby, Jones, Packer, Heape, O'Sulli-
van, Mrs. Russell, Mrs. Sinclair, Miss Stuart,
Messrs. Cameron, Mustapha, K. Friend and
Lewis.

Passengers departed.

Per Loongang for Manila—Mrs. J. Lott,
Messrs. G. Beutler, J. L. Flaherty, W. F.
Marric, Chas. H. Marple, Chas. E. Wheeler,
M. Martinez, Kwan Cheong, Tan Yok Seng,
Uy Chong Beng, Chang Lee, Chua Chy, Iui
O, Tan Quon, Messrs. Dy Que Ching, and Dy
Que Phoo, Chan Chi, Tsang Pui, Leong See
and Leong Fong.
Per Simla, from Shanghai for London—
Mrs. D. J. Reid, Miss Reid, Master Reid, Miss
Walt, Messrs. A. Taylor, E. L. Allen, Mrs. F.
Grantham and 2 children, and Mr. G. D. Mills.
For Marseilles—Messrs. J. D. Clarke, J. L.
Chalmers and F. L. Marshall. For Singapore
—Messrs. W. J. Mayson, M. Schwartz, and
Major E. C. Townsend. For Port Said—
Messrs. Kondakoff, Philippchenko and Hebin-
strel. From Kobe for Marseilles—Mr. and
Mrs. Farquharson. From Hongkong for
London—Messrs. T. G. Higgins, G. Cole,
Mrs. T. E. Griffiths, and Miss N. E. Devoe.
For Marseilles—Messrs. H. Gerno and M.
St. Goar. For Gibraltar—Viscount de Monte
Sao. For Port Said—Mr. G. Pearson. For
Bombay—Messrs. H. V. Tooraballi, T. H.
Amerudin, C. M. Fiaralli. For Singapore—
Mr. J. A. Patis and infant, Messrs. F. F. Boul,
R. J. Addie, Lieut. Alick, R. Edgell, Mid Geo.
St. Llewellyn. From Singapore for Port
Said—Mr. Newman Mumford.

Shipping Report.

Str. Tunglin from Saigon—Strong SW.
monsoon, rough sea.
Str. Machew from Bangkok—Fine weather
throughout the voyage, between Swatow and
Hongkong NE'ly winds, rain and mist.
Str. Hatching from Foonchow—There to
Amoy dense fog, thence to Swatow very heavy
rain, thence to port fine clear weather.
Str. Taming from Manila—Moderate SW.
wind, add sea, fine weather, moderate NE.
winds, overcast, rainy weather approaching
port.
Str. Sungkiang from Cebu—Light winds,
fine weather to 100 from port, thence moderate

W'ly wind, rain and squally, heavy SW'ly

swell.
Str. Telena from Singapore—Light arts and
calms to 15° N., then moderate to fresh SW.
wind, with considerable sea, wind shifting to
eastward on approaching the land.

Vessels in Port.

STRENGTH.
Bjornstjern Bjornsen, Nor. s.s., 736, C. Olsen,
15th April—Amoy via Amoy and Swatow
12th April, Gen.—O. S. K.
Borneo, Ger. s.s., 1,344, E. Mable, 15th April—
Sandakan 10th April, Timber and Gen.—
& Co.
Comingsby, Br. s.s., 2,157, Chas. E. Topp, 17th
April—Cardiff 2nd Feb., Coal.—Mr.
Samuels.
Doti, Nor. s.s., 629, J. Gjermoe, 19th April—
Sourabaya 8th April, Sugar.—Yuan Fat
Tong.
Iselworth, Br. s.s., 1,716, Cox, 18th April—
Saigon 14th April, Rice and Gen.—D. &
Co., Ltd.
Madeleine Rickmers, Ger. s.s., 1,657, D.
Reimers, 19th April—Bangkok 12th April,
Rice and Meal.—M. & Co.
Nam Sang, Br. s.s., 2,591, Geo. Payne, 15th
April—Calcutta 1st April, via Penang and
Singapore 9th, Gen.—J. M. & Co.
Pima, Br. s.s., 4,001, Thos. G. Scott, 19th
April—Singapore 12th April, Gen.—A. K.
& Co.
Queen Louise, Br. s.s., 2,170, W. A. Nicoll, 19th
April—Rangoon 6th April, Gen.—D. &
Co., Ltd.
Saint Helena, Br. s.s., 2,707, McKee, 14th
April—Cardiff 8th Feb., Coal.—Order.
Tartar, Br. s.s., 2,768, E. Beetham, R.N., 5th
April—Vancouver 7th Mar. and Shanghai
2nd April, Gen.—C. P. R. Co.
Tolosa, Ger. s.s., 2,200, Rose, 14th April—
Tsingtau 8th April, Coal.—J. & Co.

Sailing Vessels.

A. G. Ropes, Am. ship, 2,302, D. H. Rines,
16th Mar., Philadelphia 16th Oct. 1904,
Case Oil.—S. O. Co.
Forrest Hall, Br. ship, 1,991, P. A. Logan, 14th
Jan., New York 7th Aug. 1904, Petroleum.
—S. O. Co.
S. P. Hitchcock, Am. ship, 2,086, E. V. Gates,
22nd Mar., from New York, Oil and Wax.
—S. O. Co.
West York, Br. bq, 720, W. J. L. Fosta, 13th
April—Newcastle 15th Jan., Coal.—E. A.
T. Co.

Steamers Expected.

Vessels	From	Agents	Due
Tydes	Mojil	B. & S.	April 23
Mongolia	Shanghai	P. M. Co.	April 23
Banca	Singapore	J. M. & Co.	April 23
Lightning	Singapore	J. M. & Co.	April 24
Kaiow	Shanghai	B. & S.	April 24
Roon	Singapore	M. & Co.	April 25
Claverburn	New York	S. T. & Co.	April 25
P. E. Friedrich	Japan	M. & Co.	April 25
China	Japan	P. M. Co.	April 25
Calchas	Singapore	B. & S.	April 26
Moyone	Singapore	B. & S.	April 26
Elita Nossack	Singapore	H. A. L.	April 26
Tijmsh	Macassar	C. J. J. L.	April 27
Emp. of Japan	Vancouver	C. P. R. Co.	May 1
Suisang	Calcutta	J. M. & Co.	May 2
Arabia	Portland	P. & A. Co.	May 3
P. Sigismund	Sydney	M. & Co.	May 8

Hongkong & Whampoa Dock Returns.

Kongnam at Kowloon 1 o'clk.
Ithaka " " " " " "
Erna " " " " " "
Faishan " " " " " "
Bjornsen " " " " " "
Sijigora " " " " " " Cosmopolitan

Ships Passed The Canal.

Patrol—21st March—Claverburn. 28th
March—Bantus, Singapore, Prunthaus. 1st
April—Avalanche, Calais, Yunnan. 4th April
—Bismarck, C. Ferri, Ladis, Nippon, Socotra,
Denikshik, Saluina, Agincourt, Transit,
Roon, Mankelton, W. 7th April—Ernest,
Simons, Verona. 8th April—Juden, Monarch,
St. Egbert. 11th April—Kinkuck, Charles,
Treat, Tibergien, Athens, Wulson, Sfgang,
15th April—Alingchow, Mantlau, Palermo,
Amner, Sultair. 18th April—Andalusia,
Bayern, Benlomon, Brigovicia, Sambia, Tige,
Sintior, March, St. George.
Home-ward—28th March—Ras Jira. 1st
April—Caledonia, Duvalion, Prunthaus. 11th
April—St. Hugo. 15th April—Japan.
18th April—Oceanic, Persia, Richmond Castle.
Arrivals at Home—25th March—Himal-
aya. 28th March—Glaucus. 31st March—
Juva. 1st April—Galle, Ambria, Croydon,
China, Saeken. 4th April—Afar. 8th April
—Greece, Caledonia. 11th April—Idonemus.
15th April—Buenavista, Formosa. 18th April
—Alula, Baralong, Glenlogan, Sinica.

Post Office.

A Mail will close for:-
Macao—Per Hongshan, 24th April, 9 A.M.
Mojil, Kobe, Yokohama, Victoria, B.C., and
Tacoma, Wash.—Per Tremont, 25th April,
11 A.M.
Shanghai, Yokohama and Kobe—Per Maria
Valerie, 25th April, Noon.
Macao—Per Hongshan, 25th April, 1.15 P.M.
Manila—Per Sungkiang, 25th April, 3 P.M.
Kobe—Per Tainan, 25th April, 3 P.M.
Tsingtau, Chefoo and Tientsin—Per Kansu,
25th April, 3 P.M.
Swatow, Chefoo and Tientsin—Per Erang,
25th April, 3 P.M.
Cebu—Per Taming, 25th April, 3 P.M.
Rudat and Pandan—Per Borneo, 26th
April, 8 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, (B.C.)—Per Tartar,
26th April, 11 A.M.
Singapore, Penang and Calcutta—Per Nam-
sang, 26th April, 3 P.M.
Shanghai—Per Amara, 27th April, 3 P.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco—Per Mongolia,
28th April, 11 A.M.
Manila—Per Zafra, 29th April, 9 A.M.
Frederick, Wilhelmshafen, Herbersthohe,
Maitui, Brisbane, Sydney and Melbourne—Per
Prin Wildemar, 2nd May, 10 A.M.
Europe, &c., India, via Taitorian—Per
Armand Behke, and May, 11 A.M.
Port Darwin, Thursday Island, Cooktown,
Cairns, Townsville, Brisbane, Sydney, Hobart,
Launceston, New Zealand, Melbourne, Ade-
laide, and Perth—Per Empire, 6th May,
11 A.M.
Shanghai, Nagasaki, Kobe, Yokohama,
Victoria and Vancouver, B.C.—Per Empress of
Japan, 10th May, 11 A.M.
Mails for Canton, Samshul, Wuchow
and Macao will be closed on week days at 7.30
every morning. On Sundays the mail for
Macao will be closed at 8 a.m., and that for
Canton at 9 a.m.
Mails for Namtau, Sanbue, Kongmoon,
Kunchuk, Samshul, Wuchow and Canton
every evening at 5 p.m. On Sundays the mails
will be closed at 9 a.m.
No mail will be closed for Canton on Satur-
day evening.

CHINA COAST METEOROLOGICAL REGISTER.

April 21st, 1905, a.m.			
Bar.	Th. Hu.	Wind	Wt.
Vladivostok, 7 a.m.	30.04	—	—
Nemuro, 6 a.m.	29.93	—	—
Hakodate, 6 a.m.	29.93	—	—
Kochi, 6 a.m.	29.93	—	—
Nagasaki, 6 a.m.	29.93	—	—
Kagoshima, 6 a.m.	29.93	—	—
Oshima, 6 a.m.	29.93	—	—
Naha, 6 a.m.	29.93	—	—
Ishigakijima, 6 a.m.	29.93	—	—
Taihou, 6 a.m.	29.93	—	—
Tainan, 6 a.m.	29.93	—	—
Koshun, 6 a.m.	29.93	—	—
Pescadore, 6 a.m.	29.93	—	—
Weihow, 6 a.m.	29.93	—	—
Swatow, 6 a.m.	29.93	—	—
Amoy, 6 a.m.	29.93	—	—
Shanghai, 6 a.m.	29.93	—	—
Canton, 6 a.m.	29.93	—	—
Hongkong, 6 a.m.	29.93	—	—
Victoria Peak, 6 a.m.	29.93	—	—
Gap Rock, 6 a.m.	29.93	—	—
Macao, 6 a.m.	29.93	—	—
Haiphong, 6 a.m.	29.93	—	—
Manila, 6 a.m.	29.93	—	—
Bacolod, 6 a.m.	29.93	—	—
Cebu, 6 a.m.	29.93	—	—
C. St. James, 6 a.m.	29.93	—	—

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Alacrity	despatch vessel	1,700	4	3,000	Commander Harbord	Hongkong
Albion	battleship, 1st class	12,950	16	13,500	Captain Sydney R. Fremantle	Hongkong
Andromeda	cruiser, 1st class	11,000	16	16,500	Captain R. Nelson O'Malley	Hongkong
Astraea	cruiser, 2nd class	4,350	10	7,000	Captain Lionel G. Tufnell	Yangtze
Bonaventure	cruiser, 2nd class	4,350	10	7,000	Captain H. H. Tiesse	Hongkong
Centurion	battleship, 1st class	10,500	14	13,000	Captain Fegan	Hongkong
Cherub	water tank and tug	390	—	300	—	Hongkong
Diadem	cruiser, 1st class	11,000	16	16,500	—	en route to relieve Amphitrite
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander Stevenson	Hongkong
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Stophord	Hongkong
Handy	torpedo boat destroyer	275	6	4,000	Reserve	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander Richards	Hongkong
Hecla	special service torpedo	4,400	—	2,400	Captain E. F. B. Charlton	en route from England
Hogue	cruiser, 1st class	12,000	14	21,000	Captain Shortland	Hongkong
Humber	storeship	1,400	—	800	Lieut. P. M. Ridmore	Hongkong
Impetuous	cruiser, 2nd class	4,350	8	7,000	Captain William B. Fawcner	Singapore
Kinsh	torpedo boat destroyer	280	6	3,900	Reserve	Hongkong
Moorehen	river gunboat	180	2	800	Lieut.-Commander E. V. F. R. Dugmore	Yangtze
Ocean	battleship, 1st class	12,950	16	13,500	Captain T. G. Greet	West River
Otter	torpedo boat destroyer	350	6	6,300	Reserve	Hongkong
Rambler	surveying vessel	835	6	650	Commander C. E. Moore	Surveying
Robin	river gunboat	85	3	240	Lieut.-Commander Robert E. Vaughan	West River
Sandpiper	river gunboat	85	3	240	Lieut.-Commander H. T. Atlay	West River
Sirius	cruiser, 2nd class	3,600	8	7,000	Captain C. H. H. Moore	Shanghai
Snipe	river gunboat	85	3	240	Lieut.-Commander Davidson	Yangtze
Taku	torpedo boat destroyer	250	6	6,500	Reserve	Hongkong
Sutley	cruiser, 1st class	12,000	14	21,000	Captain W. L. Grant	Singapore
Tamar	receiving ship	4,850	6	—	Commodore Dicken	Hongkong
Teal	river gunboat	180	2	800	Lieut.-Commander E. Secrestan	Yangtze
Thetis	cruiser, 2nd class	3,400	8	9,000	Captain J. A. C. Wilkinson	Singapore
Vengeance	battleship, 1st class	12,950	16	13,500	Captain Leslie Stuart, C.M.G.	On way to S'pore
Virago	torpedo boat destroyer	355	6	6,300	Lieut.-Commander Gregory	Hongkong
Waterwitch	surveying ship	835	6	450	Commander R. W. Glenne	Hongkong
Whiting	torpedo boat destroyer	350	6	5,900	Lieut.-Commander C. E. L. Thomas	Hongkong
Woodcock	river gunboat	150	2	550	Lieut.-Commander Hugh Somerville	Yangtze
Woodlark	river gunboat	150	2	550	Lieut.-Commander Jas. F. Knox	Yangtze

* Flag of Admiral Sir Gerard U. Noel, Commander-in-Chief.

* Flag of Rear-Admiral the Hon. A. G. Curzon-Howe, C.B., C.M.G.

FRENCH MEN-OF-WAR ON THE CHINA STATION.

NAME.	FLAG AND DESCRIPTION.
Acheron	armoured gunboat
Argus	river gunboat
Avalanche	river gunboat
Balonnnette	river gunboat
Caronde	river gunboat
Casse-tête	river gunboat
Comète	river gunboat
D'Assas	gunboat
Décidé	armoured cruiser
Descartes	gunboat
Etoc	cruiser
Francisque	river gunboat
Fronde	destroyer
Guichen	destroyer
Guichen †	protected cruiser
Gueydon	armoured cruiser
Henri Rivière	river gunboat
Jacquin	river gunboat
Javeline	destroyer
Kermat	cruiser
Lynx	sub-marine
Médocin*	armoured cruiser
Mousquet	destroyer
Oly	river gunboat
Peiho	gunboat
Pistolet	destroyer
Protée	sub-marine
Réductible	battleship, reserve
Sabre	destroyer
Styx	armoured gunboat
Sully	armoured cruiser
Surprise	gunboat
Takang	river gunboat
Takou,	destroyer
Vauban	battleship, reserve
Vigilante	river gunboat

* Flagship of Vice-Admiral Bayle, Comd.
† Flagship of Rear-Admiral de Fougues d.

Mails.

MESSAGERIES
MARITIMES

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ARMAND BEB (O.)"

Captain E. Guionnet, will be despatched for
MARSEILLES on TUESDAY, the 2nd
May, at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. DUMBEA.....16th May.
S.S. ERNEST SIMONS.....30th May.
S.S. POLYNESIEN.....13th June.

G. DE CHAMPEAUX,
Agent.

Hongkong, 18th April, 1905.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"COROMANDEL"

Captain G. M. Montford, R.N.R., carrying His
Majesty's Mail, will be despatched from
this for BOMBAY, on SATURDAY, the
5th May, at Noon, taking Passengers and
Onwards to the above Ports in connection with
the Company's S.S. Victoria, 6,522 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Arabia,
due in London on the 18th June.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

L. S. LEWIS,
Acting Superintendent.

Hongkong, 22nd April, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Tremont.....	9,606	T. W. Garlick.	At April 25
Lyra.....	4,417	G. V. Williams.	May 2
Hydra.....	3,753	Geo. Wright.	May 23

† Cargo only.

Steamer marked (*) have no second-class
passenger accommodation.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. Shawmut and Tremont
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 18th April, 1905.

BOO CHEONG,



STATIONER AND PAPER MERCHANT,
No. 20, Pottinger Street.

HAS always on hand all varieties of
Stationery, Printing and Note Papers,
Copying Presses, also Automatic Cyclostyle
and Klamms Duplicator.

Hongkong, 23rd February, 1905.

For Sale.

FOR SALE.

ONE 21-foot TRUSTCOTT MOTOR
BOAT, handsomely finished, fitted with
Cushions, Aving, &c. A brand new 34 Horse
Power Motor never been used for more than
test trials, everything in excellent condition,
speed 9 miles.

Apply to—
ORIENTAL CONSTRUCTION CO.,
Alexandra Buildings,
Hongkong, 13th April, 1905.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per Bag 250 lbs. net ex Factory.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 7th March, 1905.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.
Hongkong, 10th January, 1905.

FOR SALE.

INCANDESCENT
GASOLINE
LAMPS

OF ALL DESCRIPTIONS,
from the best makers.

INCANDESCENT
MANTLES,
OHIMNEYS,
GLOBES,
SHADES, &c.,
for
GASOLINE AND GAS
LAMPS

at the most moderate
prices.

Lamps fixed up for
Buyers free of charge.

Naphtha of the best
kind kept in stock.

TAI KWONG CO.,
56, Lyndhurst Terrace.



Hongkong, 2nd May, 1904.

TSANG FOO & CO.,
COAL MERCHANTS AND STEVEDORES,
48, DES VŒUX ROAD.

SHIPS Coaled from alongside at the shortest
notice, and with all possible despatch.
Prices Moderate. Telephone No. 339.
Hongkong, 1st October, 1904.

To Let.

TO LET.

A LARGE AND COMMODIOUS HOUSE
TO LET IN MACAO.

No. 93, Street "CONSELHEIRO FERRIRA
D'ALMEIDA."

Apply to—
SANTA CASA OFFICE,
MACAO.

Macao, 20th April, 1905.

TO LET.

A BUILDING at CAUSEWAY BAY, at
present in occupation of the Steam
Laundry Co., Ltd.

No. 1, RIFON TERRACE.

FLATS in MORRISON TERRACE, facing
Polo Ground.

OFFICES in course of erection, CON-
NAUGHT ROAD (near BLAKE PIER).
GODOWNS: PRAYA EAST.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 30th March, 1905.

TO LET.

No. 1, STEWART TERRACE,
THE PEAK.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 20th March, 1904.

Dentist.

THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D. D. S.,
37, DES VŒUX ROAD, CENTRAL, HONGKONG.
From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, DAQUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 30th July, 1904.

SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP	POSITION AS PER LAST REPORT REFERENCE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	70,000	\$125	\$125	\$1,000,000 \$250,000 \$175,533 \$191,973	\$1,493,408	Div. of £1.10/- and bonus of £1 @ ex- change 1/11/91=£25.46 for second half-year 1904 \$2 (London 3/6) for 1903	1 1/2 % 5 1/2 %	{ \$285 buyers (London £80)- \$37
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,400,000 \$1,739	\$150,494	\$17 for 1903	6 1/2 %	\$285 buyers
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	\$950,000 \$151,902 \$362,366 \$371,445	Nil.	\$4 1/2 for year ended 31.12.1904	7 1/2 %	\$57
North China Insurance Company, Limited	10,000	£15	£5	Tls. 800,000	Tls. 217,119	Final of 10/- making £1 for 1903	8 %	Tls. 85 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,850,000 \$272,749 \$893,111 \$846,773 \$700,000 \$377,954 \$1,000,000 \$125,675 \$2,551 \$1,203,505	\$2,078,997	\$35 for 1903	5 %	\$700 sellers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000 \$377,954 \$1,000,000 \$125,675 \$2,551 \$1,203,505	\$486,284	\$12 and \$3 special dividend for 1903	9 1/2 %	\$160 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$125,675 \$2,551 \$1,203,505	\$339,047	\$5 dividend & \$1 bonus for 1903	6 1/2 %	\$86 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,203,505	\$360,372	\$34 for 1903	11 1/2 %	\$307 1/2
SHIPPING, TUG AND CARGO BOATS.								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$5,000 \$185,000 \$85,439	\$8,832	\$1 for 1904	5 %	\$21 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$85,439 \$250,000 \$600,000 \$156,444	Nil.	\$2 for year ended 30.6.1904	5 1/2 %	\$35 sales
Hongkong, Canton & Macao Steamboat Co., Ltd.	60,000	\$15	\$15	\$600,000 \$156,444	\$26,160	\$1 for second half-year 1904	9 1/2 %	\$26 1/2 sales
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$1,000,000 \$100,000	£5,853	10/- for 1903 @ 1/10 5/16=£5.378	4 1/2 %	\$122
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 30	Tls. 30	Tls. 25,000	Tls. 43,762	Tls. 24 final making Tls. 44 for 1904	8 1/2 %	Tls. 34 buyers
Do. (Preference)	100,000	£1	£1	\$4,000,000 \$4,416	£58,852	Tls. 12 final making Tls. 34 for 1904 Interim of 1/- (Coupon No. 5) for 1904	8 % 5 1/2 %	Tls. 47 buyers 21/6
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093 \$40,000	\$1,287	\$1.80 & b. 40 cts. for year ending 30.4.04 \$0.90 & b. 20 cts.	4 1/2 %	\$37 1/2 \$28 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$60,000	\$1,287	\$10 for 1904	8 %	\$125 sales
Straits Steamship Company, Limited	5,000	100	100	\$400,000 \$130,153 Tls. 126,000	\$21,231	\$10 for 1904	8 %	\$125 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 276,679	Tls. 6,190	Final of Tls. 14 making Tls. 34 for 1904	11 1/2 %	Tls. 28 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$450,000 none	\$42,812	Final of \$15 making \$20 for 1904	9 %	\$233
Luxon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$85,987	\$3 for 1897	4 1/2 %	\$27 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,635	\$3 for year ending 30.9.04	4 1/2 %	Tls. 51 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	\$40,000 none	£7,820	No. 3 of 1/6	5 1/2 %	Tls. 7 1/2 sales
Oriental Consolidated Mining Company, Limited	50,000	G. \$10	G. \$10	none	G \$67,093	50 cents making G. \$1 for 1904	5 1/2 %	G \$17 1/2 sales
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$4,873	Dr. £4,029	No. 12 of 1/-=8 cents	...	\$4 sales
DOCKS, WHARVES & GODOWNS.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,652	Fcs. 85,706	Final of Fcs. 25 making Fcs. 15 for 1903	...	\$490
Geo. Fenwick & Co., Limited	6,000	\$25	\$25	\$70,000 \$58,473	\$8,577	\$3.75 for 1904	10 1/2 %	\$35 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$10	\$10,000 \$300,000 \$250,000	\$29,422	Final of \$24 making \$5 for 1904	4 1/2 %	\$107
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$10	\$33,500	\$498,289	\$6 dividend and \$1 bonus for and half- year 1904	6 1/2 %	\$304
Howarth Franks, Limited	12,000	\$100	\$100	\$60,000	...	\$10 div. & \$5 bonus for year end. 30/6/04	5 1/2 %	\$275 buyers
New Army Dock Company, Limited	6,000	\$60	\$60	\$55,500	\$480	\$14 for 1903	6 1/2 %	\$21 sellers
Riley Hargreaves & Co., Limited	6,000	\$100	\$100	\$150,000	\$40,936	\$10 div. and \$1 bonus for 1903	6 1/2 %	\$250 buyers
Do. (Preference)	2,500	\$100	\$100	Tls. 600,000	Tls. 48,153	\$7 dividend	8 %	Tls. 157 sales
S. C. Farman, Boyd & Co., Limited	55,000	Tls. 100	Tls. 100	Tls. 487,110	Tls. 48,153	Tls. 5 interim for 1904/5	6 %	Tls. 187 1/2 buyers
Shanghai and Hongkew Wharf Company	31,000	Tls. 100	Tls. 100	Tls. 50,880	Tls. 10,711	Final of Tls. 6 making Tls. 10 for 1904	6 1/2 %	Tls. 187 1/2 buyers
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$2,100,000	\$206,645	\$20 for 2nd half year making \$16 for 1904	9 1/2 %	\$400 sales
Yangtze Wharf and Godown Company, Limited	3,000	Tls. 100	Tls. 100	Tls. 17,500	Tls. 2,762	Tls. 18 for 1904	9 1/2 %	Tls. 187 sales
LANDS, HOTELS & BUILDING.								
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	none	\$9,989	\$24 for year ended 30.6.1904	8 %	\$18 sales
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 34,000 Tls. 8,000	Tls. 8,006	Final of Tls. 5 making Tls. 9	6 1/2 %	Tls. 145 ex div.
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$10,000	\$3,554	\$5 for second half-year making \$50 for 1904	7 1/2 %	\$140 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$350,000	\$37,875	Final of \$6 making \$12 for 1904	9 1/2 %	\$129
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,926	Tls. 680	Tls. 0.874 for the year ending 31.3.1904	4 1/2 %	Tls. 22 1/2 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,000 \$50,000	\$11,958	90 cents for 1904	7 1/2 %	\$12.60 buyers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	none	\$377	\$3 for 1904	7 1/2 %	\$34 buyers
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 828,813 Tls. 170,000	Tls. 20,766	Tls. 3 final and Tls. 2 bonus making	7 1/2 %	Tls. 115 sales
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	Tls. 170,000	Tls. 670	Tls. 8 for 1904	10 %	Tls. 47
Tientsin Land Investment Company, Limited	7,726	Tls. 50	Tls. 50	Tls. 67,300	Tls. 725	Final of Tls. 4 making Tls. 7 for 1904	5 1/2 %	Tls. 125
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	...	Tls. 12 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,747	Final of \$1.70 making \$3.20 for 1904	5 1/2 %	\$55 sellers
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	0 %	Tls. 38 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$27,862	50 cents for the year ending 31.7.04	3 %	\$164
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 50,000 Tls. 35,727	Tls. 13,629	Interim of 3 a/c 1898	...	Tls. 57 1/2 buyers
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 10,000	Interim of 4 a/c 1898 on 6,000 shares	...	Tls. 42 1/2 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 8,115	Tls. 22,050	4 % for 1897	...	Tls. 150
CIGARS AND TOBACCO COS.								
Alhambra, Limited	300	\$200	\$200	\$779	nil	\$125 for year ending 30.6.1900	...	\$100
Philippine Company, Limited	7,500	\$10	\$10	...	...	First year	...	\$91 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 34,820 Tls. 25,000 \$25,000	Tls. 1,091	Final of Tls. 6 making Tls. 9	13 1/2 %	Tls. 68 sales
MISCELLANEOUS.								
A. S. Watson & Co., Limited	90,000	\$70	\$70	\$25,000 \$25,000 \$25,000	\$2,883	Interim of 50 cents for 1904	7 1/2 %	\$15 buyers
Anglo-German Brewing Company, Limited	4,000	\$100	\$100	none	...	First year	...	\$115 sales
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£161	6d. per share for 1903	5 %	\$33
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$8,000	\$1,182	\$3 for 1904	8 1/2 %	\$50
Central Stores, Limited	6,000	\$15	\$15	\$20,000	\$1,253	Interim of \$1.20 for 1904	11 1/2 %	\$21 sellers
Do. (Founders)	123	...	...	...	...	None	...	\$100
Do. (New Issue)	24,000	\$15	\$15	...	...	Preferential of 7 per cent for 1904	7 %	\$8
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil.	\$1 for 1904	7 1/2 %	\$13
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 30,000	Tls. 718	Tls. 5 for 1904	7 1/2 %	Tls. 65 sales
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$3,739	None	...	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,381	80 cents for 1904	9 1/2 %	\$14
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	...	...	\$1 for year ending 31.7.1903	...	\$17 1/2 sales
E. L. Mondon, Limited	4,000	Tls. 50	Tls. 50	none	Dr. Tls. 152,318	Tls. 5 for 1902	8 %	Tls. 25 sales
Fraser and Neave, Limited	7,000	\$50	\$50	\$112,500	\$2,706	\$5 div. and \$1 bonus for 1903	8 %	193 buyers
Green Island Cement Company, Limited	100,000	\$10	\$10	\$400,000	\$95,054	\$2 for 1904	7 1/2 %	\$27 sales
Do. (New Issue)	30,000	\$10	\$10	\$25,000	...	First Year	10 %	\$17 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$7,511	Final of \$14 making \$24	7 1/2 %	\$4 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£23,109 £3,000	£7,625	£1 div. and 3/- bonus for 1903	7 1/2 %	\$160 buyers
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$1,747	\$1.00 for year ending 30.4.1904	6 %	\$174 buyers
Hongkong High-Level Tramways Company, Ltd.	30,000	\$10	\$10	...	...	\$5 for year ending 30.11.1901	5 %	\$114 buyers
Hongkong Ice Company, Limited	1,250	\$100	\$100	\$50,000	\$2,705	\$5 for year ending 30.11.1901	7 1/2 %	\$200 buyers
Hongkong Rope Manufacturing Company, Ltd.	5,000	\$25	\$25	\$60,000	\$5,356	Final of \$13 making \$17 for 1904	7 %	\$245
Hongkong Steam Waterboat Company, Limited	10,000	\$50	\$50	\$60,000	\$11,137	\$10 for 1904	7 %	\$150 sales
Katz Brothers, Limited	15,000	\$10	\$10	\$2,500	\$299	Final of 70 cts. & 50 cts. bonus making	10 %	\$144 buyers
Lave, Crawford & Co., Limited (Shanghai)	10,000	\$100	\$100	\$1,400	\$1,400	\$8 for year ending 30.9.04	6 %	\$135 buyers
Maatschappij tot Mijne, Bosch- en Landbouw- exploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	...	...	Interim of \$5	8 %	\$135 buyers
Maynard and Company, Limited	3,400	\$10	\$10	...	...	\$2 for year ended 31.10.1904	12 1/2 %	Tls. 240 buyers
S. Moutrie & Company, Limited	4,000	\$50	\$50	\$5,000	\$832	Final of \$5 making \$5 for the year ending	9 %	\$54 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$10	\$10	None	Dr. \$5,537	None	...	\$50
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 145,000 Tls. 108,172	Tls. 8,011	Final of Tls. 5 making Tls. 14 for 1904	7 1/2 %	Tls. 112 sales
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	5 1/2 %	Tls. 88 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 25,000	Tls. 1,958	Final of \$13 making \$17 for 1904	9 1/2 %	Tls. 155 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/6 making 52/6 for 1904	6 %	Tls. 410
Singapore Dispensary, Limited	600	\$50	\$50	\$20,000	\$1,769	\$64 for year ended 31.7.1904	8 %	\$80
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$39,020	None	...	\$23 sales
Steam Laundry Company, Limited	5,000	\$5	\$5	none	\$5,544	60 cents for year ended 31.5.04	8 1/2 %	\$7 buyers
Straits Ice Company, Limited	10,000	\$5	\$5	none	\$700	First year	...	\$4 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$25,000 \$750,000 \$50,000	\$8,843	\$10 for second half year 1904	13 1/2 %	\$10 sales
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 2,625	\$1 div. and 3 cents bonus for half year	6 1/2 %	\$24 buyers
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,259	Tls. 7,211	Final of Tls. 1 making Tls. 8 for 1904	9 1/2 %	Tls. 125 sales
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	\$20,000	\$480	90 cents for year ending 31.5.1904	9 1/2 %	\$91 buyers
Do. (Founders)	100	\$10	\$10	...	...	\$20.70	10 1/2 %	\$100 buyers
William Powell, Limited	12,000	\$10	\$10	\$1000	\$88	Interim of 10 cents for year 1904	10 1/2 %	\$14 buyers